

# Leatherneck

MAY 1960

MAGAZINE OF THE MARINES

30c

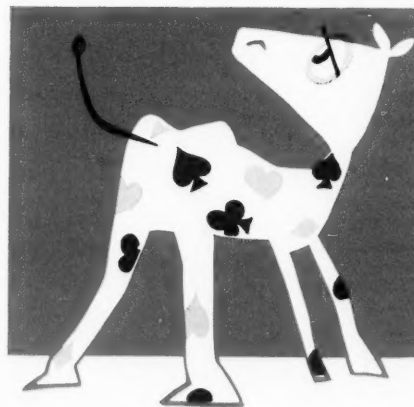
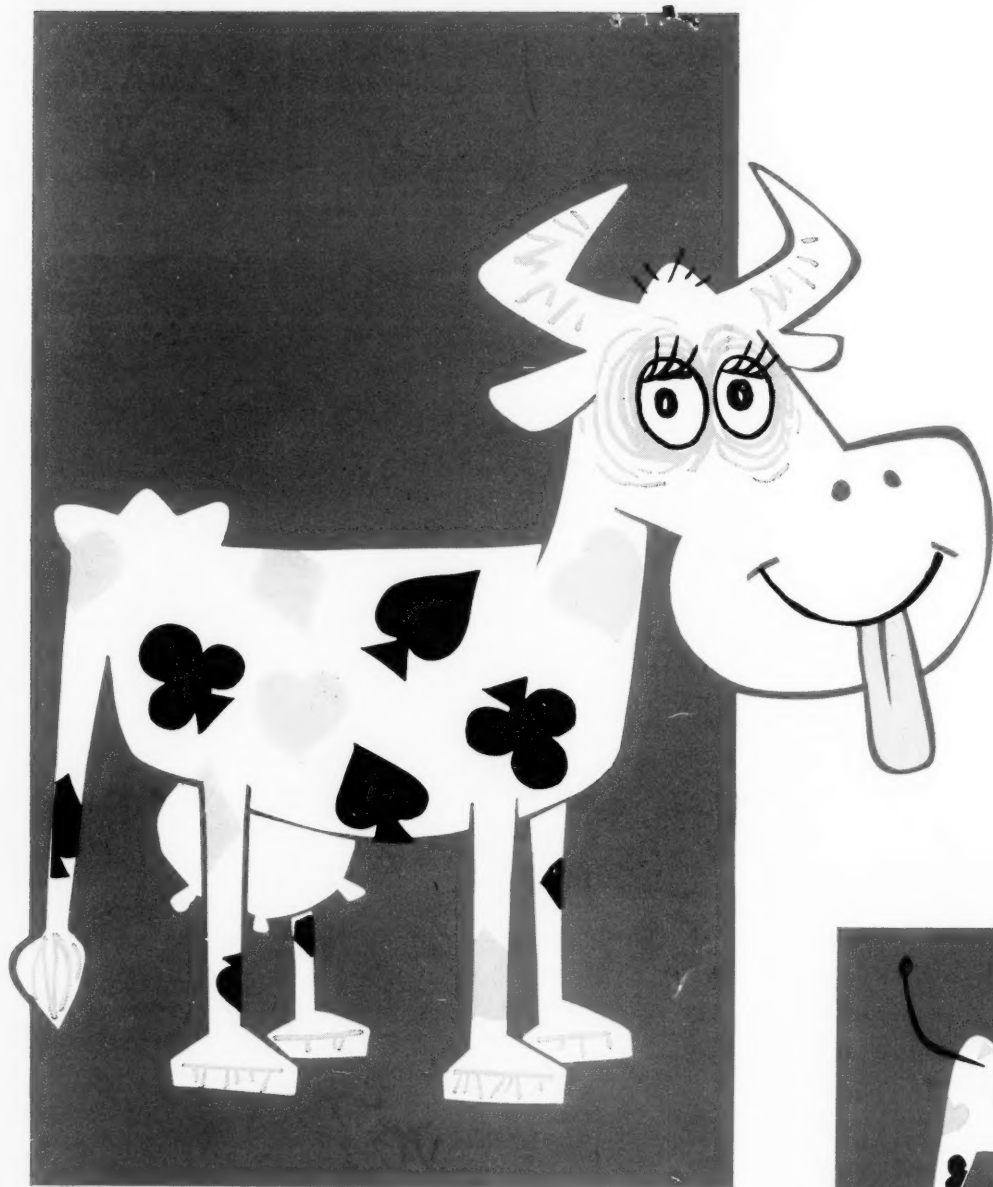
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## A COW & A CALF

Ever watch a group of Marines playing poker? Of course you haven't—gambling's illegal in the naval service. But back in the days when they wore three-button skivvy shirts, Marines would rather play poker than eat. You'd only have had to take one trip to the mess hall to know why.

In those days, a dollar and a half was a lot of money. Perhaps to make themselves forget how much, Marines coined the phrase, "a cow and a calf." So it was not unusual to hear a player mumble, "I'll see your cow and a calf and raise you three cows and four calves (\$5.00)."

Today, you can't buy a pair of first sergeant's chevrons for a cow and a calf. But there is one thing a dollar and a half will buy: the *Guidebook for Marines*.

Who says you can't put a price on knowledge? We've done it. Our price? A cow and a calf.





Al Capp — Creator of "Li'l Abner"



Harry Haenigsen — Draws "Penny" and "Our Bill"



Willard Mullin — Champ of sports cartoonists



Virgil(Vip)Parth—"Picasso" of panel cartoonists



Barney Tobey — Cartoon covers for top magazines



Milton Caniff—Creator of "Steve Canyon"



Rube Goldberg — Pulitzer Prize Winner



Gurney Williams — Cartoon Editor of Look Magazine



Whitney Darrow, Jr.—Sophisticated advertising cartoons



Dick Cavalli — Creator of "Marty Meekle"

## The Famous Artists Schools and America's Greatest Cartoonists Proudly Announce the

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MAY, 1960

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## THIS MONTH'S COVER

One day when business was slow, AMSgt H. B. (Hobey) Welsh, *Leatherneck* staff artist, picked up a sketch pad, pencil and eraser, and started doodling. When he was finished, he had produced the basic design for a piece of art. Not content to drop the idea, he assembled a 30X40 canvas, laid out about 200 tubes of oil paints, and started to work. The finished product was selected for this month's Aviation Issue cover.

**CHANGE OF ADDRESS:** Send your new address at least FIVE WEEKS before the date of the issue with which it is to take effect. Address *LEATHERNECK Magazine*, P.O. Box 1918, Washington 13, D. C. Send OLD address with new, enclosing if possible your address label. The Post Office will not forward copies unless you forward extra postage. Duplicate copies cannot be sent. **POSTMASTER:** If this magazine is addressed to a member of the United States military service, whose address has been changed by official orders, it may be forwarded except to overseas FPO's without additional postage. See section 157.4 Postal Manual. Send form 3579 to *Leatherneck*, P.O. Box 1918, Washington 13, D. C.

# SOUND OFF

Edited by  
AMSgt Francis J. Kulluson

## WM REUNION

The first Women Marines National Reunion will be held in Denver, Colo., July 25-28, 1960. Headquarters for the reunion will be in the Shirley-Savoy Hotel.

Reunion activities will include a family luncheon, barbecues, hikes, boating, camping and business meetings. Every woman who has served with the Marine Corps from World War I to the present is eligible to attend. Former Women Marines are requested to submit their names and addresses to the reunion committee in order that a complete mailing list may be compiled.

Further information may be obtained by writing to: Denver Convention and Visitors Bureau, 225 W. Colfax, Denver 2, Colo.

## PROBATIONAL WARRANTS

Dear Sir:

In reference to the chart you published under the "Bulletin Board" in the February, 1960, issue of *Leatherneck*, the chart indicates that a waiver is authorized for the promotion of a lance corporal to corporal E-4 after four months in grade.

I would like to question this, for I, having the required four months in grade, was recommended by my section leader to be promoted to E-4 and a waiver was asked, but I was informed that my recommendation was not acted upon by the battalion promotion board. The reason was, I held a probationary warrant and this could not become permanent until I had six months in grade. There were other recommendations turned down for this same reason. Could you clear this matter up for me?

Name withheld by request

● Head, Enlisted Section, Promotion Branch, HQMC, gave us this information:

"The question can best be answered by reference to Paragraph 15, Marine Corps Order 1418.9, and is quoted in part below:

"Permanent confirmation of probationary appointments will be made, if the individual is qualified, upon transfer or discharge, or at the end of six months or death, whichever is earlier. In no case will individuals be selected for the next higher rank while still serving in a lower probational rank."  
—Ed.

## PROUD MOTHER

Dear Sir:

I am writing this letter as a "Marine Mother". A title I am proud of as we

live in a small town, so it is unusual for two boys from one family to join the service.

My oldest son joined in June of 1959 and my next son joined the Marines in September of 1959. I am real proud of both my Marines. They are stationed

at Camp Lejeune, N.C.

In one issue (December, 1959) of *Leatherneck* one Marine mother said she has three sons in the Corps and was 39 years old. I am 36 years old but my next son is only nine and he claims some day he to will be a Marine.

TURN PAGE



Leatherneck Magazine

## SOUND OFF (cont.)

Our home looks like a recruiting office. My husband was made a volunteer recruiter and has a certificate in his television shop. So you see, we are all proud to be a Marine family.

Sons are:

PFC Richard A. Strickland  
Hq. Btry., 3d Bn., 10th Marines  
2d Marine Division, FMF, Camp  
Lejeune, N.C.  
Pvt Edward W. Strickland  
2d Marine MP Co.  
2d Marine Division, FMF, Camp  
Lejeune, N.C.

Mrs. H. S. Strickland

Glennville, Ga.

### AGE LIMIT

Dear Sir:

I am a former Marine who served from June, 1950, to June, 1954. I am writing to obtain information about Marine Corps procedures and regulations on the following:

I will complete my college education in the near future and I would like to know what is the age limit to re-enter the Marine Corps and attend officer

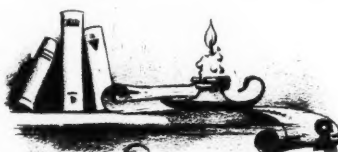
candidate school. I will be 29 years of age upon completion of my college education. If I am over the age limit, is it possible to re-enter through the Reserve program? What is the regulation about dependents of a person who would like to re-enter the Marine Corps?

Burt W. Redick  
P. O. Box 581

San Luis Obispo, Calif.

● Head, Officer Section, Military Personnel Procurement Branch, HQMC, had this to say:

"Current Marine Corps programs leading to an appointment to commis-



sioned rank in the Marine Corps require that an applicant be less than 27 years of age and be in receipt of a baccalaureate degree. Applicants are ordered to three years of active duty immediately upon tendering of appointment. The Marine Corps has one program for ap-

pointment in the Marine Corps Reserve for inactive duty. To be eligible for the program, an applicant must be less than 29 years of age on 1 July of the calendar year in which appointed, be a member of the Ready Reserve, have completed at least 18 months of active duty in the Marine Corps, be in receipt of a baccalaureate degree and be recommended by his commanding officer.

"In the event Mr. Redick is a member of the Ready Reserve, he should make application to his commanding officer for the officer program outlined in Marine Corps Order 1040R.10B."—Ed.

### MCI ADDRESS

Dear Sir:

I am interested in the Marine Corps Institute courses and would appreciate it very much if you could give me the MCI address.

PFC Vincent T. Ricotta  
4038 Ely Ave.

New York 66, N.Y.

● All correspondence to MCI should be sent to the following address: The Director, Marine Corps Institute, Marine Barracks, Box 1775, Washington 13, D. C.—Ed.

(CONTINUED ON PAGE 6)

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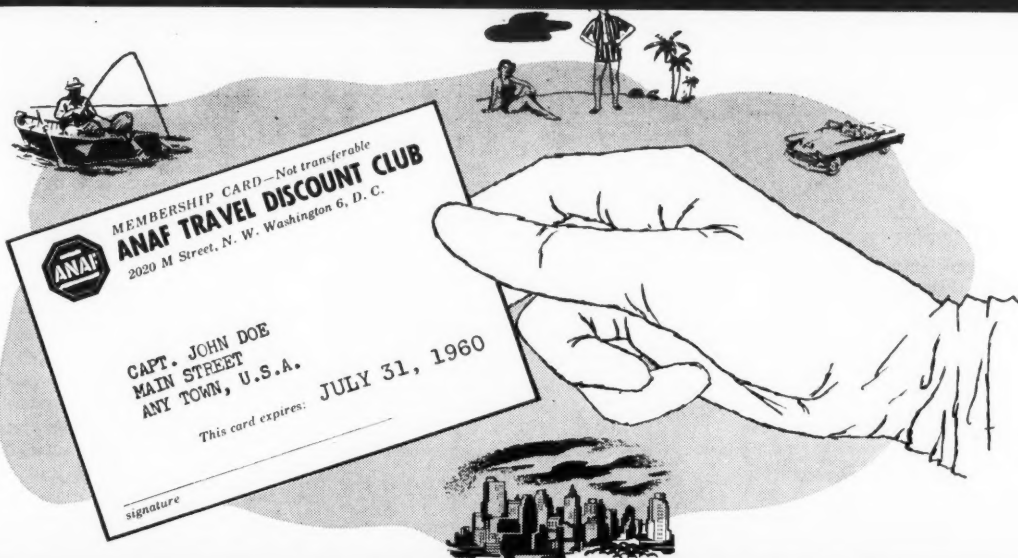
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\*Most restaurants offer 5% discount.



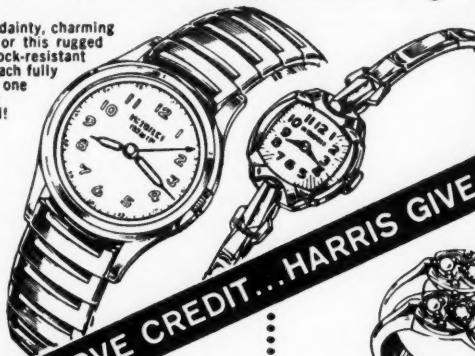
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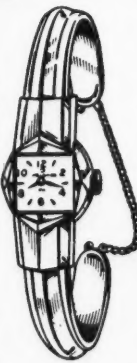
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## Leatherneck

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Mail To: **LEATHERNECK Magazine** P.O. Box 1918  
Washington 13, D. C.



Leatherneck receives many letters requesting information concerning members of the Marine Corps, and other branches of the service. Condensations of these letters are published in this column as a service to our readers.

To avoid errors, all names and addresses must be printed or typed.

Former Marine Henry Kuebelbeck, 899 Lake St., St. Paul 19, Minn., to hear from any Marine who served aboard the USS Nebraska from 1907 to 1910.

\* \* \*

PFC Billy J. Smalley, MarDet, USS Yorktown, FPO, San Francisco, Calif., to hear from Bob LYNCH, 1848084, or anyone knowing his whereabouts.

\* \* \*

Former Marine Kenneth L. Brown, 415 South 17th St., Springfield, Ill., to hear from Isaac MANDLO, originally from Hilo, Hawaii, or anyone knowing his whereabouts.

\* \* \*

ASSgt Miguel A. Mares, I-I Staff, 91stRflCo, USMCR, San Angelo, Texas, to hear from MSgt Paul L. WALSH (Retd) whose last known address was Oklahoma City, Okla.

\* \* \*

Cora Timmons, 1527 Lejeune Blvd., Jacksonville, N. C., to hear from SSgt Willie WASHINGTON, whose last known address was MCRDep, Parris Island, S. C.

\* \* \*

Mrs. Marie S. Gordon, 1313 S. E. 182, Portland 33, Ore., to hear from Hugh A. B. HOWORTH who served aboard the USS Pennsylvania during 1939-40-41.

\* \* \*

Bob Mertens, 7719 Lyman St., Pittsburgh 21, Pa., to hear from Andrew REAGAN, whose last known address was 116-19 Jamaica Ave., Richmond Hill, N. Y.



Lewis Riefstahl, Director of Public Affairs, WWL-TV, New Orleans, La., to hear from MGySgt Gerald BUCKLEY (Retd) who served with BGen Evans Carlson at Quantico in 1936, or anyone knowing his whereabouts.

\* \* \*

CWO Albert W. Faby, USMC (Retd) PO 616, 418 Brentwood Ave., Jacksonville, N. C., to hear from any former members of Recruit Company 736 which trained at Parris Island in 1922.

\* \* \*

ACpl A. C. Correa, P.O. Box 6007, Yermo, Calif., to hear from PFCs Jesus TORRES and GONZALES, who are both from Puerto Rico. Their last known duty station was Base Material Bn., Camp Lejeune, N. C.

\* \* \*

D. R. Serritella, 10424 South Laramie, Oak Lawn, Ill., to hear from members of Platoon 511, who trained at MCRDep, San Diego, Calif., during December, 1951.

\* \* \*

LCpl Johnny Fuller, MarBks, Annapolis, Md., to hear from Gray MILLS, whose last known duty station was with the Drum and Bugle Corps at MCRDep, Parris Island, S.C.

Former Marine PFC Bernard J. O'Rourke, 568 East 158 St., Bronx 51, N.Y. to hear from any of the Naval corpsmen who were stationed at the Medical Dispensary, Tent Camp 11, Camp Pendleton, Calif., between February 15 and April 13, 1953.

\* \* \*

Mrs. Paul Shea (nee Margaret McConnell) 112 Melrose St., Providence 7, R.I., to hear from SSgt James E. McCONNELL or anyone knowing his address.

\* \* \*

Buford F. Blakely, 816 E. Duffy St., Savannah, Ga., to hear from anyone who served in H&S Co., 1st Bn., First Marines, on Guadalcanal, from August 7 to December 22, 1942.

\* \* \*

Evelyn Savena, 7376 Formosa Way, Pittsburgh 8, Pa., to hear from Pvt Hyman Bernard RIDER, whose last known address was Camp Lejeune, N. C., or anyone knowing his address.

\* \* \*

Former Marine Pvt D. R. Brown, Box 156, Mansfield, Mo., to hear from anyone who knew him in STP Unit, Plt. 223 or Plt. 232, MCRDep, San Diego, during the Summer of 1959.

END

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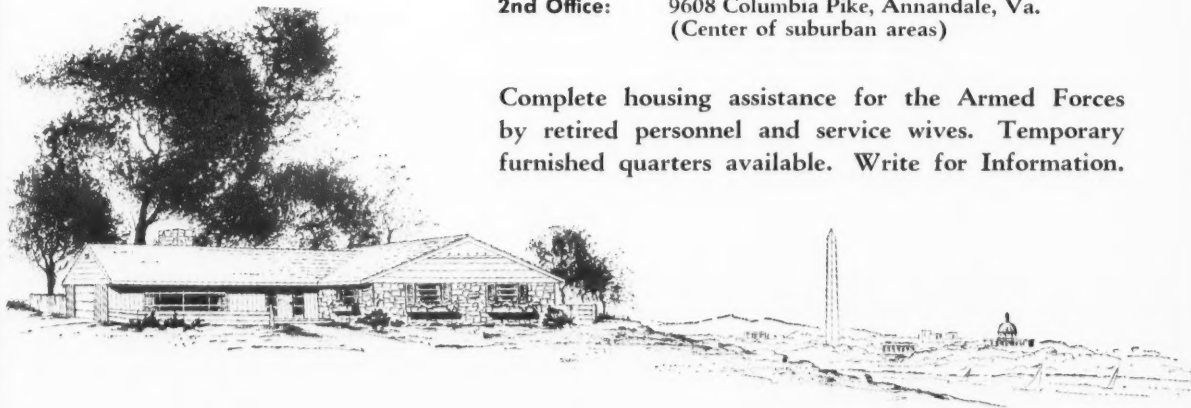
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Capt. N. Van Miller, USMC(Retd), President; Associates: Colonels Holly H. Evans, Lewis A. Jones, 1stSgt. Hershel M. Chittum, USMC(Retd), together with fifty others.

## SOUND OFF

[continued from page 6]

to July of the year entering college or with advanced standing be able to complete college prior to attaining 30 years of age.

Please advise me if there is a Marine Corps Order forthcoming which will allow for advanced standing? I have completed one year at Bellarmine College, Louisville, Ky., and will be 26 years of age on 28 December, 1960. Can one be certain of being selected if he possesses the requirements, including the scholastic examination?

ASgt John T. Dunn  
MABS-13, MAG-13, MT  
Marine Corps Air Station

c/o FPO, San Francisco, Calif.

● Head, Officer Section, Military Personnel Procurement Branch, HQMC, gave us this information:

"To be eligible to make application for the NESEP Program, an applicant must be less than 26 years of age on 1 July of the year in which the applicant will enter college under the program.

Marine Corps Order 1560.11, which invited applications for the 1960 program, contained this requirement. The Marine Corps Order for the 1961 program will also contain this requirement.

"A panel of officers convenes at Headquarters Marine Corps for the purpose of selecting the most eligible of all applicants for enrollment in the



NESEP. Under present Marine Corps plans, 50 Marines will be selected for entrance into college under the program each year. Due to the relatively large number of applicants for the quota, competition is keen.

"ASgt Dunn will not be eligible to make application for the 1961 NESEP by reason of his age."—Ed.

### EARLY RELEASE

Dear Sir:

Marine Corps Order 1910.17 of 29 January 1959, provides an early release

for Marines returning from sea and foreign duty with less than 120 days remaining to serve on their current enlistments. Paragraph 3 specifically states, "The commanding officer of the first Marine Corps activity to which a Marine reports upon return from sea and foreign service is authorized and directed to discharge such personnel or order them home for release from active duty as soon as practicable, providing the individual has 120 days or less of obligated active service remaining from date of arrival CONUS . . ."

However, people who are being transferred from ship detachments to Marine Barracks in the Southern California area for release under this order are not being released. Some of them have been told that they (the Marine Barracks) are not authorized to release them under this order. What is the story on this? Is there a new modification or does it have something to do about the geographical location?

LCpl Fritz J. Aldrine  
Marine Communications Detachment  
USS Estes (AGC-12)  
c/o FPO San Francisco, Calif.

● Assistant Chief of Staff, G-1, HQMC, told us:

"Paragraph 3 of MCO 1910.17 states



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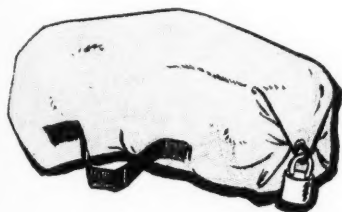
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in part that the commanding officer of the first Marine Corps activity to which a Marine reports upon return from sea and foreign service is authorized and directed to discharge such personnel or order them home for release from active duty as soon as practicable, providing the individual has 120 days or less of obligated active service remaining from date of arrival CONUS, and providing further, the individual consents in writing. Personnel desiring to reenlist immediately will not be separated under this order.

"There has been no change to this order. If a Marine meets the qualifications, he is eligible for release."—Ed.



#### REENLISTMENT BONUS

Dear Sir:

I was a Reservist when I went through boot camp in June 8, 1957, and at the completion of this training in September of 1957, I integrated into the Regular Marine Corps. Recently I was informed that integrating was considered "shipping over," since I received money for it.

My argument was this: How could it be considered "shipping over" when I was not a Regular Marine? I was an eight-year Reservist. Could you clarify this for me?

ACpl C. Williams, Jr.  
Marine Barracks  
Naval Security Station  
Washington 25, D. C.

● Director, Disbursing Division, HQ-MC, had this to say:

"Corporal Williams was a Category (H) Reservist on Active Duty for Training at the time of his integration into the Regular Establishment. As such, he was not entitled to reenlistment bonus (See MarCor Order 1001R.4c, Enclosure (2) Para. 12). An examination of his Military Pay Record discloses that he was not paid a reenlistment bonus; the money he received was money otherwise due him.

"Williams, upon reenlistment, will be entitled to a reenlistment bonus for a first enlistment under Section 208 Career Compensation Act of 1949, as amended, other conditions being met.

"Regulations on this subject are considered to be adequate. Apparently,

Williams relied on, or misinterpreted a 'curbstone' opinion, rather than seek advice through normal channels."—Ed.

#### CORRECT RANK

Dear Sir:

I have a very pressing and important problem. I would appreciate it immensely if you could give me the correct dope on my inquiry.

I made my rate as SSgt while in the Organized Reserve back in March, 1958. However, since then, I reenlisted in the Marine Corps on January 29, 1959, and I was told at that time I would be able to enlist at my rate. Now, the problem is that I was unable to enlist with an "Acting" rating such as ASSgt, which I was at the time. My new warrant reads Sgt (E-5) permanent date of rank March, 1958.

Can my commanding officer reestablish my rank to ASSgt because of my date of rank? Kindly advise me on how I stand on this matter.

Sgt (E-5) Nils H. Hanson  
120 Bryan St.

Jacksonville, N. C.

● Assistant Chief of Staff, G-1, HQ-MC, said this:

"When the new Marine Corps enlisted rank structure was adopted, the old rank titles of corporal and above were each moved up one pay grade. The 'acting' ranks were established to avoid redesignating NCOs by the rank title next junior to the one held at the time the new structure became effective.

"'Acting' ranks are for use only during a transition period to accomplish the above purpose. It is intended to terminate the transition period when



the majority of Marines have been promoted out of the pay grade they held on the date of change.

"In the interest of speeding the transition period, all accessions to the Regular Marine Corps (except Reservists on active duty integrated with no break in service) and all individuals promoted or demoted are assigned the appropriate rank title under the new structure. Therefore, an acting staff sergeant, U. S. Marine Corps Reserve not on active duty who was authorized to enlist in the Regular Marine Corps

TURN PAGE

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### ANSWERS TO CORPS QUIZ ON PAGE 6.

1. (a); 2. (a); 3. (c); 4. (c);  
5. (b); 6. (b); 7. (b); 8. (b);  
9. (b); 10. (a).

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## SOUND OFF (cont.)

in pay grade E-5 is properly designated a sergeant (E-5).”—Ed.

### PROMOTIONS AND RETIREMENT

Dear Sir:

Does time in any other branch of service count towards time in service when computing cutting scores for promotion?

Is a person who served four years in the Regular Army on active duty eligible for transfer to the Fleet Marine Corps Reserve upon completion of 15 years and six months active duty in the Marine Corps? Please state the references.

ASgt John R. Trephon, USMC  
Hq. & Hq. Squadron  
Marine Corps Air Station  
Quantico, Va.

● Head, Enlisted Section, Promotions Branch, HQMC, had this to say:

"There is a policy that Marine Corps service only may be used in computing composite scores. Service in other

branches of the Armed Forces has never been used. This policy is related to the fact that Marines are competing for promotion based on their qualifications as Marines. Paragraph 9358.3 Marine Corps Manual, refers."

You will be eligible for transfer to the FMCR upon completion of 19½ years of active Federal Service.

Separation and Retirement Branch, HQMC, said this:

"The authority for computing active service for retirement purposes for en-



listed men is contained in Paragraph 10400, Marine Corps Manual and Title 10, U. S. Code Section 6326.

"Prior active service in the Army was authorized for use in computing service for retirement eligibility by an Act of Congress approved 3 March 1899. Air

(CONTINUED ON PAGE 14)

TO: The Editor  
Leatherneck Magazine  
HQ. USMC  
Washington 25, D. C.

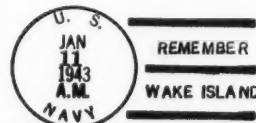
THRU: The Director, Marine Corps Museums  
Marine Corps Schools  
Quantico, Virginia

Dear Sir:

On behalf of the Marine Corps Museum at Quantico, I have started on a philatelic project documenting the Marine Corps postal service during World War II. The first phase will be on display at the Museum when it opens this Spring.

To complete this project I need material covering the entire period of World War II, from 1941 through 1945. I require especially postally used envelopes mailed from any Marine location outside the continental United States during the war bearing postmarks with Navy canceller or Marine datestamp.

Of special interest is the period from early 1942 until mid 1943. During this period certain Marine Post Offices used various "Slogan" postmarks an example of which type is shown below.



These particular types of War Covers cannot be found in regular philatelic channels and your readers are urgently solicited for any envelopes of this nature that still may be in their possession. All donations should be forwarded to me or to the Marine Corps Museum, Quantico, Virginia. Grateful acknowledgement will be made by return mail.

Sincerely yours,  
Stanley C. Jersey



# Behind the Lines ...

**O**N PAGE 22 of this issue, the Division of Aviation, HQ-MC, reports that assault troops will, sometime in the future, be carried to combat in vertical rising aircraft of radical design and capabilities—a far cry from the Noisy Nan and its pilot, Lieutenant Alfred Cunningham, who never did manage to get the plane off the ground

Cunningham was commissioned in 1909, just about the time the Wright brothers had proved that a powered aircraft could be flown. When the airplane's tactical use was recognized by the Navy the young lieutenant was stationed at the Philadelphia Navy Yard. A nearby flying field gave him the opportunity to watch fledgling pilots wring out their planes. In a very short while he developed a taste for flying.

On a balloon ascension back in 1903 he had become ac-

quainted with one of the pilots, an inventor named Brown. In the years that followed, the inventor had invested every cent of his money in the construction of an airplane. Cunningham rented the plane for \$25 a month and, with the permission of a somewhat dubious commandant of the yard, brought it aboard the compound. A mile-long tract of land provided him with a runway.

Daily he worked on the sad bucket of bolts but no adjustment, renovation, innovation or coaxing would lift it from the strip; its only performance was

a bumpy, rattling, coughing run on the ground which earned for it the name Noisy Nan.

But Cunningham's zest for flying did not wane; he joined



the Aero Club of Philadelphia and began a crusade which eventually founded Marine aviation. The club shared his opinions that the Corps should be equipped with planes and a flying field, and train pilots. Members of the club wrote to their senators and representatives on the subject. The letters received immediate consideration and prompt action was taken on them.



Commandant of the Marine Corps, Major General William P. Biddle, was also prompt. He sent for Cunningham and read him off. The young lieutenant, however, was told that he could have flight training if he would call off the Congressmen. On July 9, 1912, he was transferred to the Navy Aviation Camp at the U. S. Naval Academy where he became the first Marine aviator. The air arm of the Marine Corps was born.

*Karl A. Schmon*  
MANAGING EDITOR

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## SOUND OFF

[continued from page 12]

Force service has been used since the establishment of the Air Force in 1947."  
—Ed.

### OVERSEAS TOURS

Dear Sir:

I am requesting information pertaining to a "normal tour of duty" since I last returned from overseas. I returned from Hawaii in July, 1959, which is a 36-month tour with dependents. I returned from Korea in August, 1951, and in between these periods I also made a Mediterranean cruise.

I have heard that a tour of duty in Hawaii with dependents is no longer

considered an overseas tour. Is this information correct? If it is, is my last overseas tour considered to be my Korean tour? The reason I ask these questions is because they pertain to housing for my family.

If Hawaii, in my particular case is considered to be an overseas tour, then I can assume I will be at Camp Lejeune for approximately three to four years. If this is the case I will retain the home I have purchased; if it is not an overseas tour, should I expect orders to an overseas station in the not too distant future? If the latter is the case, I would like to sell my home at this time.

ASSgt John A. Corbett  
H&S Co., 2d Tank Bn.  
Force Troops, FMFLant

Camp Lejeune, N.C.

● Head, Enlisted Detail Section, As-

signment and Classification Branch, HQMC, said:

"Enlisted personnel will be assigned one overseas control date. This date will be date of last return from an unaccompanied overseas tour. An unaccompanied tour is defined as one during which dependents were not present.

"For additional information relative to tour of duty, ASSgt Corbett is requested to review Paragraph 7157, Marine Corps Manual."—Ed.

### INFORMATION WANTED

The parents of Lieutenant Colonel John L. Dexter, USMC, are compiling a memory book on the life of their son who lost his life in Korea on February 29, 1952. They are anxious to contact any of his friends in the Marine Corps who might add anything concerning his service in the Corps, especially anyone who served with him in Korea from July, 1951, to February, 1952.

His parents will be most grateful for any information, letters or pictures which can be added to the book.

Mr. and Mrs. A. J. Dexter Sr.  
1295 Raymond Ave.  
St. Paul 8, Minn.

### ONE IN A MILLION!

Commandant of the Marine Corps  
(Code CDB) Headquarters,  
U. S. Marine Corps  
Washington 25, D. C.

Dear Sir:

Upon being honorably discharged from the U. S. Marine Corps I was in debt to the Government for \$27.75 because of a checkage of 24 days excess leave on discharge (\$130.16). Originally, I thought that in some way I would be billed for this. To this date no action on my part, or the government's, has taken place. Please advise me as to how I may take care of this debt. The following information is furnished:

LCpl Thomas Paul Schirmer  
1663925

Discharge date: 22 July 1959  
Service Co., Hq. Bn. (Reinf)

First Marine Division (Reinf)

FMF, Camp Pendleton, Calif.

Home address: 1637 Longbourne St.  
Cincinnati 30, Ohio

● Claims Section, Disbursing Division, HQMC, told us that your letter is a most unusual and very rare one. It has been turned over to the Settlement Unit for action.—Ed.





## MESSAGE FROM THE DIRECTOR OF AVIATION HQMC



On this 48th anniversary of Marine Corps Aviation, all Marines can view with pride the progress and achievements of Marine Aviation since First Lieutenant Alfred A. Cunningham reported to the Naval Academy at Annapolis on May 22, 1912, for duty "in connection with aviation." It has progressed from the "noisy Nan" of 1912 to the jet fighter and attack planes, the helicopters and the turbo-prop transports of today.

In the fighting in World War I, Nicaragua, World War II and Korea the deeds and valor of Marine pilots and Marine Aviation units are interwoven into the proud and distinguished record of the Corps.

This history will reveal the evolution of the Marine Air/Ground Team; the development of close air support, first employed in Nicaragua and proven again in World War II and Korea; the concurrent development of the air defense capability so vital to the operations in the South Pacific during World War II and the associated progress in the air control system; the attainment of the present day helicopter assault lift upon which the modern Marine Corps doctrine of amphibious operation is founded; and finally, the development and integration of all essential aviation functions required to support the Fleet Marine Forces. Today, Marine Aviation is a modern, balanced tactical fighting force, organized and equipped to perform the functions of air defense, offensive air support, assault airlift and air control in support of our Fleet Marine Forces. It rounds out the Marine Air-Ground Team as a complete tactical package.

We cannot rest on our past record. In these times of rapid technological advances, austere budgets, rising costs and lowered personnel ceilings, the Marine Corps must face the challenge presented by these and other changes if it is to continue its role as a modern "Force-in-Readiness". It is incumbent upon each Marine to extract the maximum benefit from every dollar invested in the Marine Corps, whether it be men, money or material. Within Headquarters Marine Corps every effort is being made to maintain the tactical balance of Marine Aviation and by accurate, timely planning, provide for the integration of new equipment, tactics and techniques into Marine squadrons and wings.

I am fully confident that Marine Aviation will continue its development in the technical and operational fields in the future as it has in the past and fulfill its mission as a member of the Marine Corps Air-Ground Team. On this 48th anniversary of Marine Aviation I should like to extend my sincere appreciation and warmest regards to the Marines responsible for the past achievements and to those upon whom the future of Marine Aviation rests.

MajGen A. F. Binney  
Director of Aviation



**A** GYSGT Julian Hughes remembers when New River's Marine Corps Air Facility (MCAF) was an airstrip with six buildings, three airplanes and a doctor whose sick bay was so empty he used to stroll the flight line, looking for patients.

1stSgt Philip Mackert recalls Marine Air Group (MAG) 26's infancy at Cherry Point when pilots of fixed-wing aircraft thought the new helicopters made fine taxis as long as they didn't clutter the runways.

The sergeants' reminiscences date back to 1952, when the Facility was opened and MAG-26 was commissioned. Though destined for wedlock from the beginning, the two units remained more than 50 miles apart during a two-year engagement period while

**On July 14th, 1954, MAG-26  
and the Air Facility became a  
consolidated post of the Corps**

by AGySgt Mel Jones

Photos by

ACpl Leroy Stark

ASSgt D. Yetter and A. W. Weatherwax  
"brought in" a 'copter at MCAF New River





## POSTS OF THE CORPS

# MCAF NEW RIVER

the MAG developed operationally and the Facility was expanding its household to accommodate new barracks, hangars and flight lines.

Today, the two sergeants are back at the Facility; Hughes as MCAF assistant maintenance chief and Mackert as sergeant major of Marine Air Base Squadron-26. They look on New River as a father prides a son who graduated cum laude. They remember when the Facility was Peterfield Point; 2700 acres of land flatter than a hobo's pocketbook. Now they see the new Capehart housing communities and a flight line bulging like a cue ball in a shirt pocket. And they reminisce. . .

"When I arrived at the new Facility back in '52," AGySgt Hughes recalls, "there were 16 men on the whole station, not counting VMO-1, the observation squadron supporting the Second Division. We lived at Tent Camp Two (now nearby Camp Geiger) because there were no barracks. All the conveniences here today were in the 'no' category then; no service clubs, PX, movies, etc. We worked out of six buildings clustered on the eastern side of the field. And we were crowded! One small building contained Operations, Aerology, aircraft maintenance and the empty sick bay. But we were expanding. We could see a new hangar and a row of barracks going up across the field. We built a hangar on our side too. Sure was good to be able to work inside for a change. We really enjoyed it . . . until a hurricane blew the roof off." At this point AGySgt Hughes, who has 13 years with Marine Corps aviation, sat back and smilingly contemplated the roofless hangar days. And 1stSgt Mackert, who has the Distinguished Flying Cross for ducking enemy slugs in a pilot rescue attempt in Korea, took over.

"While the Air Facility was being built for us," he recalls, "MAG-26 was at Cherry Point helping develop the principles of vertical envelopment. At that time we were in the 'boondock' stage too. Our 'copters and flight line were located at the far end of a runway and our operations center was a group of tents and Quonset huts. We flew

helis (helicopters) from the beginning, alternating between emergency hospital runs and work-outs with ground troops locally and in Labrador and Vieques. We were a jumping little outfit and as anxious to move to the Facility as a kid on his first date."

Finally, on July 14th, 1954, MAG-26 and the Air Facility became a consolidated post of the Corps.

AGySgt Hughes remembers that the move seemed as abrupt as a parachute's snap; quiet one minute and bedlam the next.

"We trucked and 'coptered in," explains 1stSgt Mackert. "I remember my first view of the Facility. All those gleaming new barracks and a modern hangar. We felt as if we'd been invited to the presidential palace."

After a brief period of moving con-

fusion (all the MAG gear was first stored in the hangar, then redistributed) and personnel adjustment (MCAF Marines had the only coffee urn and produced devious schemes to keep the hundreds of MAG personnel from continuously drinking it dry), the two units settled into a harmonious-but-not-routine existence.

There are still two distinct commands at New River; the hosts and the guests. MAG-26 is guesting because, like any FMF outfit, it has the capabilities of quickly packing its bags and moving down the road a piece. The Air Facility as a command is stationary. In effect, it owns, maintains and develops the land thereabouts.

MCAF New River is presently under the CO-ship of Colonel Joseph R. Little, Jr., a Corps aviator since 1938

TURN PAGE



A pilot's view of infantrymen charging from a neighboring helicopter. MAG-26 'copters provide support for Second Division ground troops



A flight of HUS helicopters passed just beyond a portion of the MAG parking ramp. Level terrain is typical of New River; the average height is 12 feet above sea level



## NEW RIVER (cont.)

and the possessor of the DFC for early World War II exploits. Born in Mobile, Ala., and schooled in Washington, D. C., Col Little spent the Second World War criss-crossing South Pacific skies, then completed a series of school and operational assignments leading to his present job.

His top enlisted man is SgtMaj Jack D. Minniear, Cincinnati-born and Marine Corps aviation bred for the past 20 years.

The overall Facility command falls under the Marine Corps Air Bases, Eastern Area, with headquarters at Cherry Point.

Administratively, the MCAF is like a shotgun; one gun but two barrels. The gun is called Headquarters and Headquarters Squadron (H&HS), the only Corps unit organic to the Facility itself. The twin barrels are in the name; H&HS is actually two units in one. The first "Headquarters" in the title contains the commanding officer's staff and special sections and is concerned primarily with Facility operations. The second "Headquarters" is purely administrative, handling personnel records, etc., of the men attached to the Facility. H&HS is comparable

to a ground battalion headquarters and its H&S company.

On Col Little's staff is Captain Roger D. Swanson, who carries, among other titles, the nameplate of Facility Housing Officer. He has control of 435 one-year-old Capehart units and is in the unique position of having the majority of his tenants completely satisfied. As one sergeant put it: "These Capeharts are the greatest since man moved out of the caves!" Though perhaps a bit exaggerated, the statement sums up the general attitude of MEMQ and MOQ residents.

Operated on a public quarters basis, the housing is divided into 325 Married Enlisted Quarters and 110 Married Officers Quarters. All the units are ranch-style, built of wood and brick, and allotted by waiting list. The present overall waiting period is 256 days, according to Capt Swanson.

Quarters maintenance falls under the jurisdiction of Navy Lieutenant Commander David R. Bird, who, along with about 112 civilian employees and 68 military men, comprises Public Works. Close to 50 percent of the Public Works workload is in the quarters area. Biggest complaint? Drainage . . . one of the geographic problems the commander faces daily. New River is almost as flat as a dance floor and is an average 12 feet above sea level. There is a

drainage ditch system which carries off some storm accumulation. Still, puddles collect in low areas. The children love it. Mothers with a limited clothespin supply don't.

Also to be maintained by Public Works are the six barracks housing the near-thousand bachelors of the Facility and MAG-26. The barracks area is centrally located between the hanger, mess hall and service clubs.

For a command of its size, the Facility has an adequate social system. The enlisted Service Club ranks among the top three in the Lejeune area. The Staff NCO Club, small because of its infancy, will definitely expand, according to Manager Clarence Baker.

Expansion is a redundant word at New River. You hear it everywhere; in the clubs, the hangars and especially at the monthly conferences held by the New River commands. It's a necessary word, because New River is a Paul Bunyan squeezed into a sports car. The aircraft maintenance areas and living areas are near the rim-of-the-dam stage. However, definite measures are being taken to insure that the dam doesn't overflow.

Part of the expansion will solve one of the two largest problems voiced by New Riverites; lack of private telephones. A contract has been signed with a local public utility company and



An f 3.5, 15-minute Rolleiflex exposure, utilizing Tri-X film, depicted night flying, with infantrymen's rockets on the horizon (left, center)

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private phones will be available in August or shortly thereafter, assured First Lieutenant Wayne Dearth, Facility communications officer.

Cdr Bird at Public Works answered the only other major squad bay debate at New River; why there is no established transit system to and from the Facility. A military shuttle bus connecting with a civilian bus stop was started three years ago. At the same time, an on-base shuttle was scheduled. Both had to be discontinued . . . through lack of customers. A civilian bus company surveyed the area at that time and found that runs between the Facility and Jacksonville, four miles away, would prove to be a money-losing proposition. Because, however, the base is rapidly expanding, the Facility is once again exploring the possibility of commercial transportation.

Today, there are a number of transit means. For dependent children, the Facility dispatches 12 buses daily to schools in the J'ville-Camp Lejeune area. For seabag-toting Marines reporting in or out on orders, a telephone call to the Facility Motor Transport Section will assure transportation. For all, there is the pick-up-your-buddy system, a routine which works so well that, in a week's survey, not one man was seen walking the full 1½ miles from Main Gate to highway.

Across the wedge-patterned two miles of runway from MCAF headquarters is MAG-26, with offices sprawled throughout a massive hangar and scores of helicopters perched on parking ramps like tadpoles on the surface of a pond. The Group is attached to the Second Wing at Cherry Point, but its helicopters provide support for the ground troops (humorously called "grunts" by the aviators) of the Second Division.

As 1stSgt Mackert pointed out, the 'copter group—one of three in the Corps—was commissioned in 1952. At that time, the Group boasted two squadrons. Today it contains eight squadrons.

From the beginning, MAG-26 was destined to be a globe-hopping, multi-missioned unit. Its history reads like a Jack London adventure series. In 1952 and 1953, cold and warm weather exercises in Labrador and Vieques. In 1954, one squadron was immortalized on a stamp issued by the Haitian government for rescue work performed during a hurricane. In 1955, flood rescue missions in such varied spots as Connecticut and Tampico, Mexico. July of 1956, and the first company-sized airlift of Marine reconnaissance troops from land to a submarine waiting offshore. Then the Lebanon crisis, followed by the first Fleet Marine Force, Atlantic, maneuvers from a carrier de-

signed solely for helicopter assault operations (the *USS Boxer*).

At present, the Air Group is still globe-hopping. There is a unit in the Mediterranean supporting the Sixth Fleet Marine battalion. There is a squadron in Vieques. Another squadron just returned from the Far East on a unit rotation basis.

And, at present, the Group is still multi-missioned. It ferries ground troops and supplies on vertical assault problems, then acts like an airborne bloodhound as observation aircraft for the infantry. There is always a standby locate-and-rescue crew for unexpected errands of mercy. MAG-26's choppers even have their rotary blades poked into the national Astronaut program.

How is this diversity possible? Through continuous training and an organization chart which looks like a hop-scotch layout. Each box on the chart is a squadron, outlined something like this:

Headquarters and Maintenance Squadron-26 (H&MS-26); which would be known as the headquarters company in ground units.

Marine Air Base Squadron-26 (MAB-26); air equivalent of a service company.

**TURN PAGE**



A HOK observation 'copter was checked while another hovered



## NEW RIVER (cont.)

HMR(L)-261; a transport squadron flying the light utility 'copter, the HUS.

HMR(L)-262; the Mediterranean squadron which revolves sub-units to the Med, flying HUSs.

HMR(L)-263; another transport squadron, utilizing the job-tested HRS 'copters.

HMR(L)-264; due to return from Vieques this month with its utility craft, the HUSs.

HMR(M)-461; the unit devoted in a large part to Project Mercury, the Astronaut program, flying the twin-engined HR2S choppers.

VMO-1; the oldest squadron at the Facility by virtue of having been there when the MAG moved in. VMO-1 pilots cockpit light fixed wing aircraft, also known as OEs. This squadron is used almost exclusively for air-to-ground observation. Recently, VMO-1 was also re-equipped with the HOK helicopter, an observation craft which looks like a Model-T and is as maneuverable as a chess queen.

These eight squadrons are under the command of Colonel John R. Bohnet, one of the few Naval aviation glider pilots left in the Corps. An infantry officer for the first three years of his career, the colonel switched to aviation in 1941 and almost immediately turned up in the area frequented by most Marines of that era; the South Pacific. Since then he has earned a DFC, Bronze Star, Air Medal and Purple Heart.

Col Bohnet's senior enlisted man is SgtMaj Henry J. Lorenz, who, like his CO, spent a number of years with ground units before "going aviator" in 1947. In fact, SgtMaj Lorenz spent all of the Second World War in artillery units, tossing shells onto such scenic isles as Guadalcanal, Saipan and Guam.

MAG-26 is, primarily, the tactical ferrying service for Second Division infantrymen. In seemingly never-ending maneuvers, the 'copters carry troops behind "enemy" lines in vertical assault operations, provide airborne observation and tote supplies in and "casualties" out. When maneuvers call for Marines to be in the field for days at a time, the casualty lifts become real. Exposure cases are lifted from the operations area to the front lawn of Lejeune's Naval Hospital in a matter of minutes.

Rescue and mercy missions aren't restricted to tactical operations, however. Nor are they limited to Marine emergencies. Anyone in trouble can



As the sign indicates, parachute rigging is a safety precaution heeded by all aviators. New River riggers maintain a perfect safety record

keep an ear cocked for the Group's helis.

During normal operating hours, any of the planes can be dispatched for immediate emergency runs. A special stand-by crew, with 'copter outfitted and ready to move, takes over at nighttime and on weekends. This rescue stand-by is rotated weekly between squadrons.

Because of the helicopter's low air speed, combined with hovering and land-on-a-nickel capabilities, the Group's mercy work is amazingly efficient. The outfit averages 150 rescues a year, and each mission is worthy of a TV spectacular.

There was, for example, the pilot who witnessed an automobile accident on a road directly below him. Before the cars' wheels had stopped spinning, the chopper had landed, loaded the most critically injured aboard and was on its way to the nearest hospital. The pilot then returned to the accident scene and explained to approving investigating authorities.

And then there is Warrant Officer-1 Jack Devitt, who, until his promotion a couple of months ago, was one of three enlisted pilots in MAG-26. Two of his mercy missions are typical of all such flights. They have the

pathos of humans in trouble and a grain of grim humor-in-retrospect.

While on maneuvers in the mountains of Western North Carolina a year ago, the gunner was asked to fly a civilian crop-dusting pilot to a hospital. The man was dying from internal poisoning.

Ignoring the fact that the night was laced with a swirling blizzard, Gunner Devitt took the man aboard and rotered off. With visibility low, Devitt was flying by instinct and dead-reckoning . . . until he saw a pinpoint of light below. It was a flashlight, backed by a farmer who had heard the plane and instinctively diagnosed trouble. Guided by the light, Gunner Devitt landed the 'copter and conferred with the farmer. Then it became a dual air-ground mission, with the plane following the samaritan's car to the hospital.

The next day, Gunner Devitt happened to be flying over the same farm. He blanched, gulped, then smiled at the luck bestowed on those who help others. The spot where he had landed in the previous night's blizzard was a scant few feet from a network of high tension wires!

On another occasion, WO Devitt was flying an HOK as part of a search group looking for a Marine lost while on maneuvers. The man had been wander-





Mechanics worked on an OE observation plane in MAG-26's hangar. The eight-year-old structure is

one of two at New River. The other is located a mile away and is the property of the Air Facility

ing through the brush for three days when Gunner Devitt spotted him. It was evident from the man's actions (he didn't even see the 'copter hovering above him) that he was stumbling blindly in the last stages of exhaustion and confusion. Landing for a pick-up impossible because of dense underbrush in every direction. So the gunner took a chance; he dropped the man a stay-where-you-are note, radioed the position then gunned the 'copter to the nearest civilization.

All he needed to pick up the Marine was a six-foot piece of rope or chain.

But the fates were tweaking Devitt's nose. In what must have looked like a rubber ball bouncing from lawn to lawn, the 'copter and its pilot tried time and again to find the length of rope. No rope.

Finally, Gunner Devitt felt time running out so he flew back to the swamp. The pilot doesn't know whether the man understood, or even read, the note. Still, he hadn't moved.

With flying skill acquired over the past 18 years, the gunner squashed the 'copter as close to the ground as he could. Then, his co-pilot leaned out,

toe-hanging fashion until he could grab the exhausted Marine and haul him aboard.

For this mission, the rescuers were awarded Kaman certificates, which, in MAG-26, amounts to more than something to hang on the living room wall. The mercy-mission certificates and medallions presented by the Kaman and Sikorsky helicopter corporations carry a vast amount of prestige in New River flight circles.

While search-rescue and tactical operations fulfill the Group's mission, there is another project under way which merits notice; MAG-26's participation in the national Astronaut program.

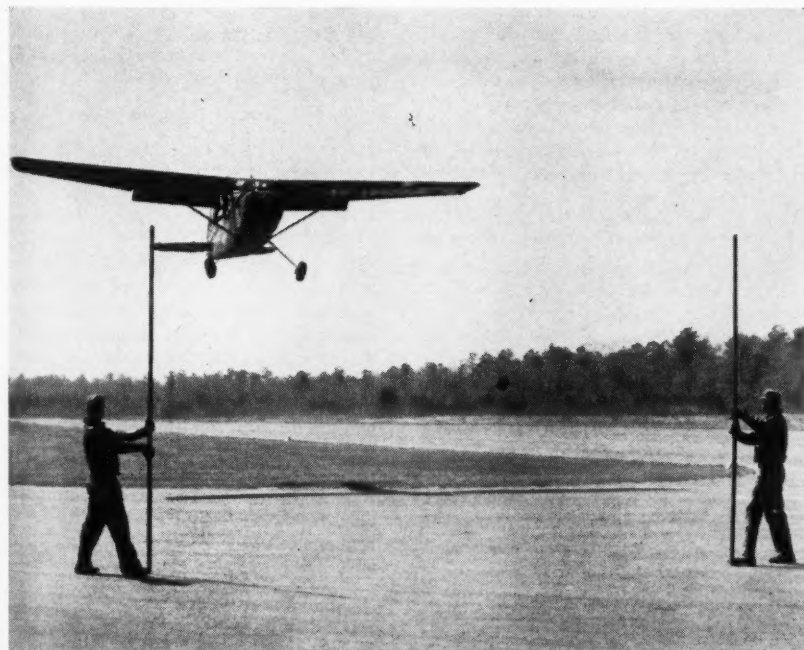
The National Aeronautical and Space Administration (NASA), working with civilian enterprises and the military services, is continually testing rocket capsules and the intricate scientific gear needed to shoot a man into space. The program is called Project Mercury.

MAG-26 entered the space picture a year ago with the testing of men and machines in capsule recovery flights. The helicopters' assignment? Help locate capsules that have fallen back to earth (in the ocean, really) then latch onto them and carry them to nearby ships without dropping them.

At first glance, the job seems simple. A pilot hovers over a floating capsule, hooks onto it and ferries it to a ship. Simple . . . until you realize the capsule may someday contain a human!

As Lieutenant Colonel W. E. Gregory, MAG-26's S-4 officer, pointedly explains: "It would be more than ironic to have a man survive a flight into space and return, only to have our 'copter's mash him when we pick him up!"

For the past year, NASA, the Group, Sikorsky (continued on page 88)



With Sgts C. Revier and J. Limbaugh "poling," an OE came in for a message pick-up. OEs are with VMO-1, the only non-heli squadron

# *A LOOK at the FUTURE of MARINE AVIATION*

**The current goal is to improve its capability  
to operate in an expeditionary environment**

**W**HEN WE SET our sights for a look into the future, we see Marine Aviation continuing to respond aggressively to its historic role in the Marine Corps Air-Ground Team. Despite monetary or personnel ceilings, every effort to improve Marine Aviation's combat effectiveness and to further improve its capability to operate in an expeditionary environment is the current goal. The Marine Corps new vertical envelopment doctrine is characterized by increased reliance on Marine Aviation to transport troops, provide supplies and furnish around-the-clock all weather support.

The assault troops will be carried to combat in vertical rising aircraft of radical design and capabilities, under the protective cover of attack and fighter aircraft operating from carriers and SATS (short airfield for tactical support) under centralized control. Let's take a look at the type of hardware which will be doing this tremendous job.

In the past we have usually employed aircraft carriers to ferry Marine tactical aircraft to the battle area. Under some circumstances, carrier space has not been readily available for this duty. Thus an alternate method of deploying our tactical aircraft by means of in-flight refueling has evolved and will be in being with the coming GV-1 tanker aircraft. Aircraft of this type will, in addition to making possible trans-oceanic ferry flights, be used to increase the endurance of fighter and attack aircraft on combat air patrol or close air support missions; allow operations of tactical aircraft from peripheral airfields; and in an emergency provide a limited means of resupplying bulk fuel to airfields or POL dumps well inland of the beaches. In its alternate role, this aircraft can provide a contingency resupply system which will bolster the

landing force commander's ability to sustain the assault from a logistics standpoint. Another emergency role would be the evacuation of wounded.

Related to our vertical rising transports, much progress has been made. However, additional development is required. Currently, in carrying out the vertical envelopment ship to shore movement we use the HUS and the HR2S as the heavy lift back up. We will shortly receive the new HR3S, a Marine Corps version of the HSS-2. This is a twin-turbine, single main rotor, gear-driven amphibious helicopter capable of lifting about twice the load of the older HUS helicopter. In the near future the Marine Corps hopes to further its assault lift capability with a vertical rising assault transport with vastly improved speed, range, and load-carrying capability. This latter aircraft will feature cargo and troop unloading facilities which will greatly reduce loading and unloading times. Servicing of these aircraft will be expedited by newly devised, simplified maintenance routines.

In the field of offensive air support, we have plans which should considerably improve our capabilities. Attack aircraft of the A4D family currently fill the close air support requirement. As one can well imagine, the assault elements being vertically lifted into combat, go into combat much lighter on organic firepower than ever before. Because of the mobility and range inherent in helicopter and vertical assault transports to come, naval gunfire will not be able to provide the amount of fire support which was normal and expected in World War II. This, coupled with the vastly increased area of responsibility implicit in the vertical assault doctrine, tremendously increases the requirement for a highly mobile fire support system. The visual close air support aircraft offers a partial answer.

In the future, a complete all-weather system in which targets can be taken under attack without the pilot ever seeing them, will be used. This system will have the same close in, or accurate delivery capability of the present visual close air support system.

Weapons to be used by our attack aircraft will include versatile mixes of improved conventional and nuclear bombs, fire bombs, and/or new weapons such as Bullpup, Zuni, multiple-round, high-kill weapons, and stand-off type air-to-surface missiles. The capabilities of these weapons will allow the pilots to attack targets without encountering the environment in which the enemy has concentrated his traditional anti-air weapons for more than very short periods of time. Automation will allow the pilot to attack targets at top speeds of his aircraft to additionally minimize enemy weapon effectiveness. Because of the improved performance of these new weapons, each attack will result in greater damage to the enemy than heretofore.

The air defense systems will take on a new look, as radically improved equipments arrive on the scene. The high performance all-weather fighters will be controlled by an automatic direction central which will give the commander a more instantly responsive air defense system. Air-to-air weapons of the air defense system will consist entirely of missiles ranging from the relatively simple, limited range Sidewinder of today, to new missiles able to cope with the enemy's high altitude and high speed aircraft environmental envelopes. The Marine Corps' air defense control system will provide for the complete integration of the new surface-to-air missile units into the overall air defense system. Thus, effective employment of both airborne and surface-based kill weapons will be assured.

**Prepared by the Plans and  
Readiness Branch, Division  
of Aviation, HQMC**

The future reconnaissance and observation aircraft will provide the landing force commander with an on-the-spot close-in look at the battlefield, or look-out to distances compatible with his attack aircraft ranges. Speeds of the long range reconnaissance planes will be equal to the high performance fighters in the inventory. The commanders down to battalion level will have observation aircraft immediately responsive to their needs in droned or manned versions.

Since the aircraft we have described may appear to place requirements for large airfields ashore, let us examine the SATS (short airfield for tactical support). The expeditionary SATS airfield as presently manned and equipped is an all-weather airfield with 4000-foot runways. Some of the current equipment is bulky and heavy. The future SATS will shrink in size almost 100% and feature new lightweight components such as catapult and arresting equipments, one-man GCA units, airfield traffic direction central, aluminum matting, and an improved tactical airfield fuel dispensing system. It will be operating under all-weather conditions, and be able to control all aircraft operating in its control areas. All of our present and future aircraft can and will operate from a SATS.

If one were asked to summarize the key features of the Marine Aircraft Wing of the future, the principle items would be: a truly expeditionary SATS, a closely integrated air defense system, all-weather close air support, all aircraft with short take-off and vertical take-off and landing capability, and finally, vertical assault transport aircraft with a high speed, high lift capability to move troops and cargo; all a part of an integrated Marine Corps assault system of the future. **END**



The GV-1, a new in-flight refueler/assault transport, is scheduled to play an important role in the future of Marine Corps aviation



The amphibious HR3-S, which will lift about twice the load of the old HUS-1, will soon become a member of the Marine helicopter family



The Marine Corps' present 'copter inventory consists primarily of the HUS-1s, capable of air-lifting 12 combat-ready men or eight litters





Marine and Naval students of the Structural Mechanics School spend many hours in the classroom, learning the techniques of safety wiring

by ASSgt Thurlow D. Ellis

Photos by  
SSgt Russell W. Savatt, Jr.

**M**AINTAINING a constant state of readiness for Marine aircraft is a full-time job for thousands of personnel in many various fields—the majority of whom possess specialized training.

In addition to pilots, who spend many months in a rigorous training—learning to fly the aircraft—there have

# AVIATION SCHOOLS

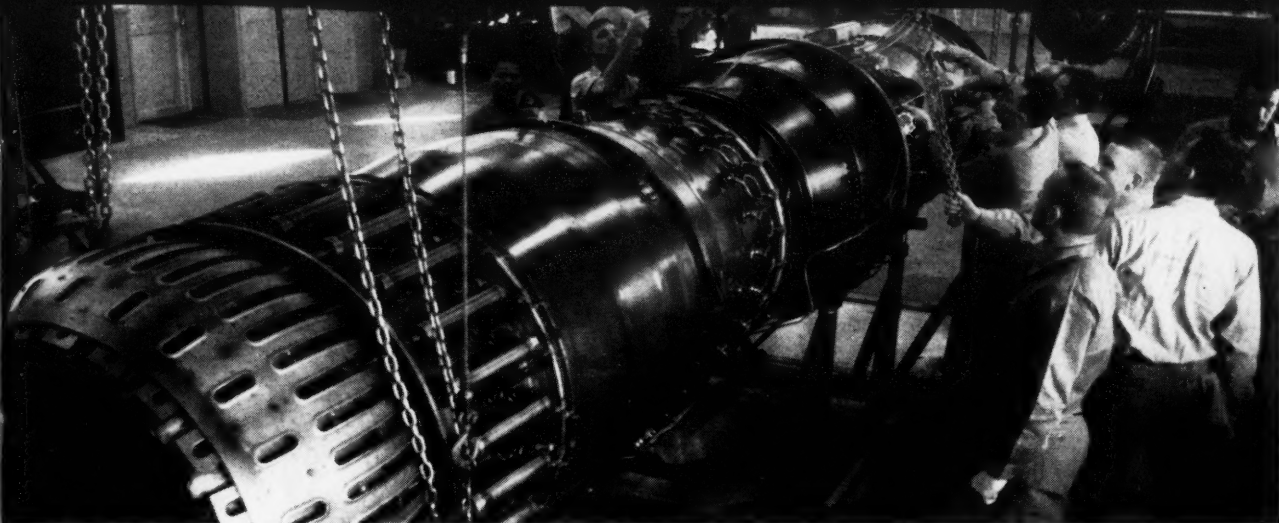
**Most enlisted personnel who intend to make**

**a career in aviation can expect to**

**land in the Marine Air Detachment, Memphis**







Students of the ADJ (jet mechanics) School devote seven weeks to classrooms, learning to completely

overhaul jet engines. When the students graduate, they'll be assigned to active jet squadrons for duty

to be staffs of technicians who can constantly ready the aircraft for whatever mission it may be called upon to perform.

Almost all enlisted personnel in the aviation field, who will make a career, or success, of aircraft maintenance will go through the Naval Technical Training Command, Naval Air Station,

Memphis, Tenn., for formal schooling and instruction, or further assignment.

Upon their arrival at NATTC, new students report to SgtMaj C. L. Parrish, Marine Aviation Detachment, for proper administrative assignment, travel settlement, pay and billeting.

After their orders have been endorsed, personnel are assigned to Unit "E",

until their Screening and Testing Phase (one week) is completed. At the conclusion of this ST phase, they are then assigned specific units (comparable to a company), depending upon which school they are to be enrolled in.

In the case of personnel being assigned to schools at various locations other than Memphis, the majority are transferred upon completion of the ST phase. Such outlying schools include Air Traffic Controller (6711), NATTU, Olathe, Kans.; Aviation Photo Technician (4611), NATTU, Pensacola, Fla.; and Aircraft Instrument Repairman (6632), Aircraft Electrician (6631), or Aviation Ordnance Man (6511), NATTC, Jacksonville, Fla.

Students remaining at Memphis are channeled into the Aviation Familiarization Course (Preparatory) for two weeks. During this phase, each person is tested for aptitude and given basic instruction on various aircraft and schools. If a student shows promise in a specific field, he is given every opportunity to enroll in the basic course.

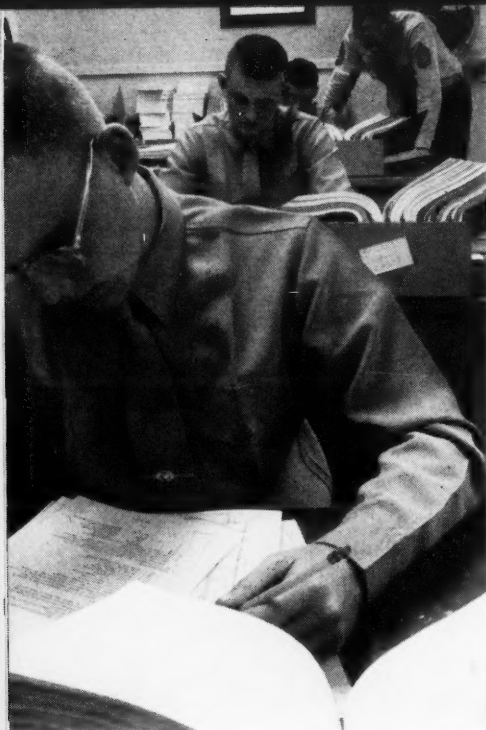
Aircraft recognition, swimming, history of Naval aviation, theory of flight, interphones, safety in aircraft line operations, fuels, oils and weapons are only part of the curriculum taught.

Upon graduation, students are funneled into specific technical schools—Aviation Mechanics and Aviation Electronics comprise the two major training bodies. Students entering the mechan-

**TURN PAGE**



Hydraulics instructors jimmy an aircraft, then put the students to work determining the cause of a failure. This serves as a test



Many hours of book work and research are required by the Marine Aviation Supply School

## SCHOOLS (cont.)

ical field will be assigned, first, to Aviation Mechanical Fundamentals for four weeks. During this session they are given instruction which will provide them with the basic knowledge, and necessary skills, for entrance into one of the mechanics, or structural, schools.

AVNMECHFUNDS receive instruction in basic mathematics, become familiar with common aircraft hardware, acquire a basic knowledge of physics relating to mechanics and electricity, learn the use of technical publications and hand tools and receive a working knowledge of layout and measuring tools.

With the AVNMECHFUND School behind him the student is prepared to enter one of six Class "A" schools. He will train as a Reciprocating Engine Mechanic (6413); Jet Engine Mechanic (6412); Helicopter Mechanic (6481); Aircraft Structures Mechanic (6441); Aircraft Safety Equipment Mechanic (6443), or Aircraft Hydraulics Mechanic (6442).

Reciprocating Engine Mechanic students train for nine weeks. Their fundamentals curriculum, first phase, consists of power plant principles, operating principles, associated systems

familiarization, fuel systems, propellers and external oil systems.

As in any school, if the academic marks have been high enough the student is passed into the second phase. If not, the first phase is repeated.

Instruction in the second phase consists of power plants and line operations. This phase teaches power plant designations, sections, general descriptions and functions, removal and disassembly, assembly and installation of sections, internal lubrication systems, inspections, pre-flight and post-flight inspections.

Once students have mastered the fundamentals, plants and operations, they move into power plant accessories. This will include fuel metering, general carburetors, injection-type carburetors, ignition systems, magnetos, starting vibrators, harness and wiring, spark plugs, high tension and low tension ignition systems, propellers and governors.

The final phase, power plant maintenance, deals with the familiarization of quick engine change assembly, engine build-up procedures, preservation and depreservation, visual inspection, use of publications and inspection forms, intermediate, major and special inspections, replacement schedules, line maintenance and trouble shooting.

Jet Engine Mechanics trainees receive only seven weeks instruction—shortest mechanical school offered—and follow much the same pattern of training as the Recip students.

Fundamentals include basic characteristics of jet power plants, principles of operation, power plant designations,

thrust development and power plant system familiarization.

After the fundamentals phase, students are introduced to jet power plants. This phase includes familiarization of power plant sections and their components, disassembly and assembly, lubricating systems, starting and ignition systems, fuel systems, air systems, centrifugal flow power plant familiarization and compressor designs.

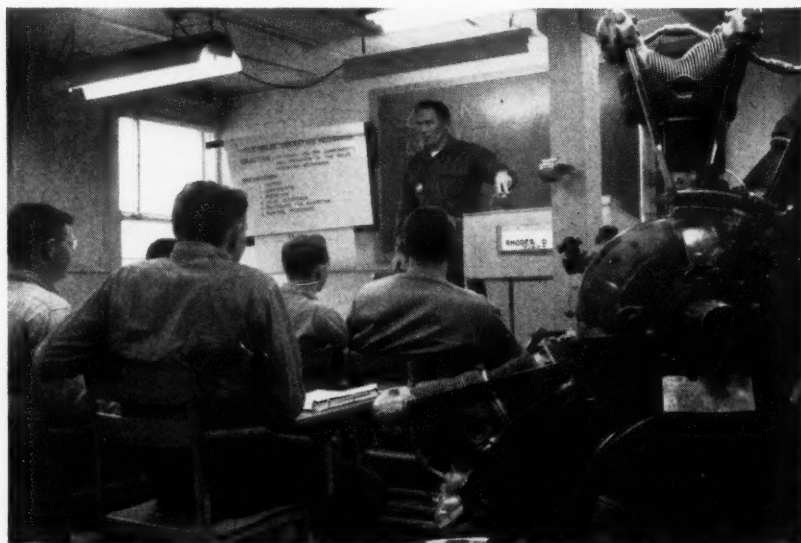
Periodic inspections and power plant replacements comprise the third phase, and include purpose of periodic inspections, related technical publications, inspection forms, general safety practices, intermediate, major and special inspections, power plant removal procedures, power plant installation procedures and preservation and depreservation.

Final phase, jet aircraft line operations, contain plane captain's duties, responsibilities and requirements, safety practices, pre-flight and post-flight inspections, power plant operations, auxiliary starting equipment familiarization and operations, turn-up procedures, auxiliary power systems and aircraft up-keep.

Third school, dealing with engine mechanics, is the Helicopter Mechanics School, 12 weeks in length.

Fundamentals again precede the teaching curriculum as students train in helicopter mechanic employment, principles, power plant principles and line operations and precautions.

Second phase, power plants, includes familiarization, fuel metering and carburetion, ignition systems, engine sections and related systems, internal



AGySgt D. Rhodes, helicopter mechanics instructor, teaches classes of Naval and Marine students. Functioning cut-aways are invaluable

lubrication, engine build-up and installation of accessories and related parts.

Transmission system and flight controls, probably the most important part of the school, deals with hydraulics, main rotor assembly, tail rotor drive section and assembly, main transmission build-up and flight control systems.

Final phase, maintenance, teaches inspections by systems, intermediate, major and special inspections, line maintenance, trouble shooting, blade changing and tracking, equipment, safety practices and preventive maintenance.

Aircraft structures mechanics train for 12 weeks and are schooled to recognize the problems incurred while maintaining the aircraft body.

Fundamentals for A/C structures include blueprint reading and drawing, aviation publications, aviation supply, aircraft nomenclature, theory of flight and safety precautions.

Aircraft sheet metal training includes shop maintenance, mathematics, layout, forming and seaming sheet metal, hand-forming aluminum alloys, riveting sheet metal, repair of stressed skin, repair of internal structures, special sheet metal fasteners, installation tools and procedures.

Third phase, welding, plays an important part in any aircraft maintenance. Students are instructed in oxyacetylene welding, safety precautions, materials, brazing procedures, and cutting procedures. Students also become acquainted with such non-metallic materials as rubber, reinforced

plastics, transparent plastics, aircraft fabrics and dopes, and aircraft painting.

Final phase deals with airframes and operational maintenance. These include control surfaces, removal, inspection and installation procedures, control mechanisms, rigging control systems, line maintenance, plane handling, color markings, lubrication, structural inspections, brakes, cleaning aircraft and ejection seats.

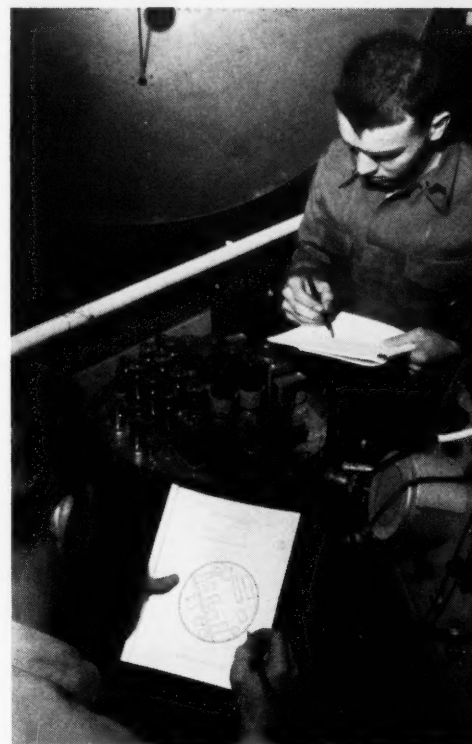
Aircraft Safety Equipment Mechanics School, second of the structural courses, is 10 weeks long. It is intended to indoctrinate Navy and Marine Corps students in aviation publications, records, reports and supply, nomenclature, theory of flight and safety precautions.

In this school, personnel are taught cabin pressurization systems, air-conditioning systems, operation and maintenance, engine bleed air systems—"G" suit system, pressure suit, instruments, fuel transfer, canopy seal and pneumatic systems.

Here, also, students are introduced to oxygen and carbon dioxide phases. They learn gaseous oxygen and plumbing, handling equipment and procedures, system components, types of systems, installation and removal of components, liquid oxygen—characteristics and properties, bail-out equipment and carbon dioxide.

As they advance, personnel are subjected to learning ejection seats and related components, drogue chute containers and mechanisms, maintenance, inspections and safety precautions.

Final phase, operational maintenance, teaches line operations, plane handling, plane captain's duties, safety precau-



Aviation Electronics students at Memphis learn various parts of equipment by working diagrams

tions, line maintenance, color coding, aircraft inspections and work orders.

Third major A/C structural school, aircraft hydraulics mechanic, is also 10 weeks in length. It is the purpose of this school to teach blueprint reading and drawing, aviation publications, aviation supply, aircraft nomenclature, theory of flight and safety precautions.

Second phase, aircraft hydraulics, deals with the introduction to hydraulics, basic principles, mechanical advantages, basic hydraulic systems, rigid tubing and flexible hose and fittings.

Final phase, cabin pressurization and operation maintenance, introduces students to cabin pressurization and air conditioning, line operations, field maintenance, airframe inspections, engine types, starting, ground check, pre-flight and post-flight inspections, ejection seats, maintenance and safety precautions.

During the course of instruction, each student is tested at regular intervals. If the student should fail a test, he is sent back to re-take that particular portion of the course. If, however, a second failure throughout the course is received by the student, he is sent before a board to determine his qualifications for remaining in the school. This board is composed of his school officers and liaison NCOs.



LCpl Gyneth Rhodes (pointing), instructed classes on Link Trainers in the Training Devices course. She is Memphis' junior instructor

TURN PAGE





AMSgt R. C. Farmer, Crash Crewman School, shouts instructions to students with a megaphone.

Each person in the class is given an opportunity to perform all the required duties of a fire fighter

## SCHOOLS (cont.)

A third failure will put the man before a board on which Lieutenant Colonel T. C. Hurst, commanding officer, Marine Aviation Detachment sits. If the student is found to be unqualified for the course, he is dropped; if not, he is permitted a final chance.

Drops here are also considered for another aviation school which is not as technical. This allows the student to remain in the aviation field, and expenses so far incurred in schooling the individual have not been completely lost.

Foreign students are also trained at the Memphis school. In the jet engine mechanics school are two Chilean students, being trained so that they may take advanced procedures back home. René E. Suazo and Segundo Q. Salazar, Chilean Navy, were sent to Memphis by their government. This is the first U.S. school the men have attended. Both students have completed three years of college.

Another foreign student receiving formal training is Abdul Samander, a citizen of Afghanistan. Mr. Samander, a civilian, was sent to the Aviation Crash Crewman School by the Foreign National Training Program, under the Foreign Nationals Specialized Aviation Training program.

Captain J. Strahan, officer in charge, ACC School, and AMSgt R. C. Farmer, liaison chief, both praise Mr. Samander for his intense desire to learn. When he finishes the course, and tells that

he can properly teach fire fighting procedures to his countrymen, he will return to Afghanistan.

Currently one of the smallest schools at Memphis, the Aviation Crash Crewman School is an all-Marine school. The first class commenced on January 11, 1960, after long hours of preparation by AMSgt Farmer.

In September, 1958, he was asked to prepare a school outline and curriculum

for a crash crewman school which could be used to indoctrinate new students. Prior to this, only local schooling in fire fighting was available, and each command had its own methods.

AMSgt Farmer devoted many hours of preparation to the curriculum, outline, range, course of study, and necessary training aids in his report, while at Jacksonville, Fla. When his report was accepted, he was then asked to officially



Aviation Electronics students learn the basic principles of electricity in the classroom, then put this new knowledge to work in the shops



set up the school at Memphis. This he did.

Current course of study for the school is three weeks, and 11 students are trained in each class. Personnel are taught: theory of fire fighting, fire trucks and equipment, standard fire fighting equipment, special fire fighting equipment, extinguishing aircraft fires, forced entry procedures, runways and aircraft traffic control, maintenance, operations and crash crew procedures.

Second major teaching system, Aviation Electronics Technician School, Class "A", is designed to give students a basic knowledge in various electronics fields.

As in mechanical schools, electronics students first enter the testing and screening phase (one week) and are then channeled to Aviation Familiarization for two weeks. Upon satisfactory completion they are then sent to Avionic Fundamentals for 19 weeks. In the case of certain students, who will receive instruction at Navigation School (6761), or Airborne Radio Operator School (6725), they will report to Marine Corps Air Station, Cherry Point, N.C., after they have received only four weeks of Fundamentals Phase "A".

Remaining students receive Phase "A" (basic electronics, Phase "B" (radio electronics) for seven weeks, Phase "C" (transmitter and transistor) four weeks, and Phase "D" (radar electronics) for four weeks.

Once avionics fundamentals have been mastered, students flow into one

of four electronics schools—Radio Technician (Navigator) (6611); Aircraft Radar Technician (6613); Aviation Fire Control Technician (6614); and Aviation Training Devices Technician (6933).

Students entering the Aircraft Radio Technician (Navigator) School, train for nine weeks, and are provided with an understanding and knowledge which deals with technical requirements

of low and high voltage circuits, operation of intermediate frequency amplifiers, detector stage and volume control, circuits and alignment, and trouble-shooting procedures.

VHF and UHF electronics consist of transmission lines, antennas, propagation of radio waves, VHF and UHF power generation and special circuits.

Second electronics school, Aircraft Radar Technician, is designed to teach



When helicopter mechanics students learn the fundamentals of rotors, in classroom shops, they are taken out on the line to apply their skill

necessary for basic aviation electronics.

Curriculum for this school consists of HF communications—transmitter theory and trouble-shooting, special circuits, use of test equipment, opera-

block diagrams and circuit analysis, familiarization and operations, use of test equipment, trouble-shooting procedures, calibration, adjustment and bench check (continued on page 86)



Jet Mechanics students learning the pressurization and air conditioning phase of aircraft cabins are, in

a sense, their own critics. If they have correctly serviced the planes, their reactions will prove it

# Amphibious Warfare

... a look at a highly specialized art which has evolved over the centuries

**A**N IMPOSSIBLE war between two non-existent nations was "fought" in Washington, D. C.'s, Sheraton-Park Hotel before more than 1000 members and guests of the Navy League. When the day-long mock war ended, the huge audience had a clearer understanding of the Marine rifleman's "tough, dirty, dangerous"

job. More important, they learned that, if World War III comes, the U. S. Marine Corps will not fight it with World War II's tactics, techniques and equipment.

The Marine Corps had been invited to demonstrate its "Amphibious Warfare" doctrine, to be followed by a presentation of "Trends in Amphibious

Warfare," as the highlights of the Navy League's four-day meeting (Mar 1-4). The League's 1960 Amphibious Warfare, Seapower Symposium heard General David M. Shoup, Lieutenant General Joseph C. Burger and other high-ranking Naval and Marine officers. They witnessed the unveiling of a new automatic field artillery weapon, the 115-mm. boosted rocket, XM-70, which can deliver fire at the rate of six rounds in two and one-half seconds.

At the Symposium, the Marine Corps also announced the activation of its first Hawk missile battalion at Twenty-nine Palms, Calif. Replacing a conventional anti-aircraft gun battalion, the new unit will be called the 1st Light Anti-aircraft Missile Battalion.

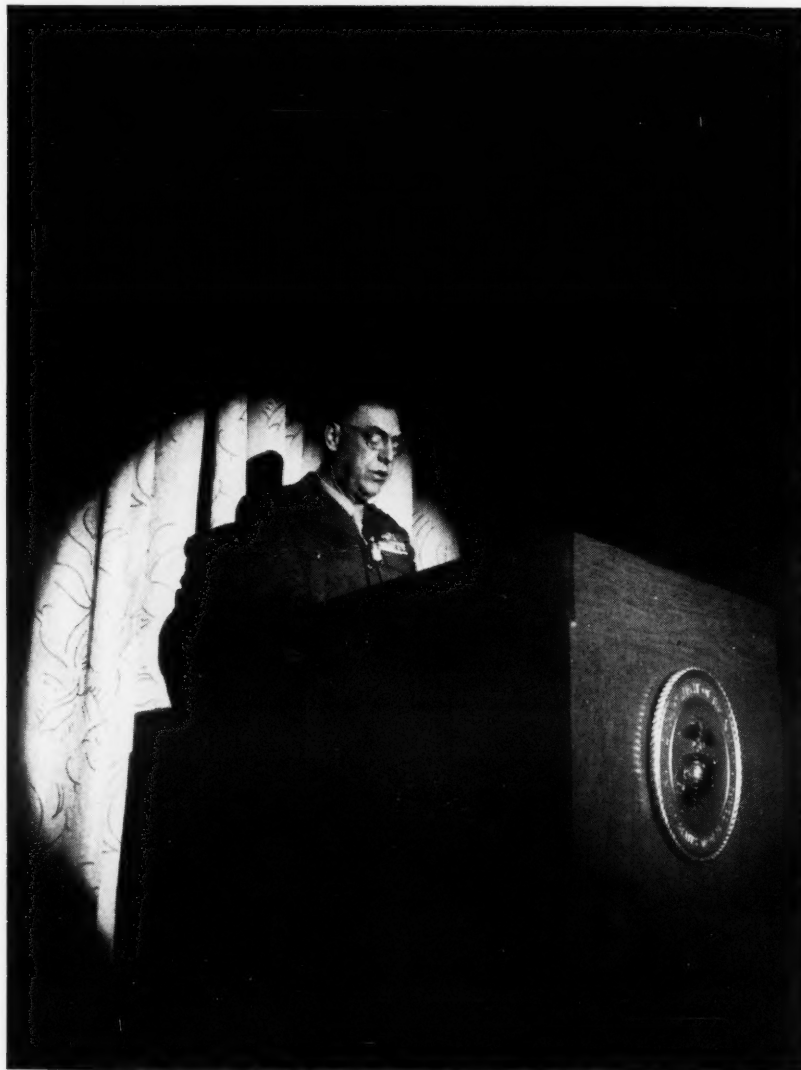
The first demonstration was presented by Quantico's Education Center. The MCEC Marines used virtually every method of instruction in the "mock war": films, slides, lectures, sound effects and actual weapons.

In the huge, hushed hall, a narrator quietly briefed the audience. For the purposes of the demonstration, he explained, two mythical countries were to become involved in an operation called SCIMITAR. Sirocco was to be the friendly nation and Wazir, the aggressor. The year was 1963. . . .

Incidents had flared up along the Wazir-Sirocco border, involving Wazirian and satellite volunteer troops, well-trained, well-equipped and well-led. On August 15, 1963, Wazir had launched a surprise, full-scale attack against Sirocco.

The attack was successful in seizing control of the entire Siroccan nation. An alert to Siroccan allies, under terms of regional and bi-lateral defense agreements, brought the United States into the picture via the Navy and Marine Corps. The audience was taken behind the scenes in the Pentagon, where staff action at the highest level was accomplished. At the same time, the matter was taken under priority consideration by the United Nations. The UN members voted support and on September 1, 1963, approved the use of armed force as necessary to restore the legal government of Sirocco.

The orders to Naval and Marine commanders read: "To launch an amphibious attack in Sirocco no later than 30 September 1963, and seize an area



Lieutenant General Joseph Burger, CG, FMFLant was the opening speaker for the second presentation, "The Amphibious Striking Force"

# reSymposium...

centuries... can it survive in the nuclear age . . . ?

Story and Photographs  
by AMSgt B. M. Rosoff

in the Eastern portion thereof . . . and to assist the Siroccan government in re-establishing control of the country."

Admiral Helm, a mythical commander-in-chief, was appointed for the operation. Warning orders were issued to principal area commanders and they, in turn, alerted forces under their control. The alert took place coincident with the invasion of Sirocco. Further orders directed naval commanders to prepare for operations in the troubled area. U. S. Naval forces from all over the world gathered together. A Marine division from the Far East and an Air Wing from Hawaii made up the landing forces.

A huge amphibious force was assembled and alerted for possible assistance. When Adm Helm received his directive, he found that the respective theater commanders had already set substantial naval forces in motion. Admiral Splice was in command of the amphibious forces and General Charger commanded the Marines for the landing.

The Navy and the Marine Corps worked together in formulating the landing force mission. First, there was a briefing on the situation by the G-2 and his staff; helicopters would be needed because of the limited road net and the numerous canals in Sirocco. There were four major beaches; it was determined that all of them had shallow offshore gradients and that tank landing ships could not be beached except for short periods during high tide. Again the helicopter would come into the picture.

Further briefings on the "enemy" situation included armor, artillery, air and all phases of defensive and offensive tactics and weapons. The next step was "pre-D-Day operations."

The remoteness of the Siroccan area from major friendly bases dictated that pre-D-Day operations be conducted by the attack carrier striking force and mine and antisubmarine warfare groups.

From this point the action moved swiftly; embarkation, APAs, AKAs, Helicopter transports, Helicopter-Landing Craft troop transports, LSDs and all the ships that make up a landing force. A total of 79 amphibious ships of various types were required for the operation. Loading characteristics of the shipping and the division of troops

into embarkation teams with their equipment were all part of the pre-D-Day plan.

This would be a night landing! H-Hour was set for 30 minutes past midnight.

Air defense was next. At this point, Hawk missile battalions were introduced. Directed by air defense, they

would be coordinated and integrated into the overall air defense.

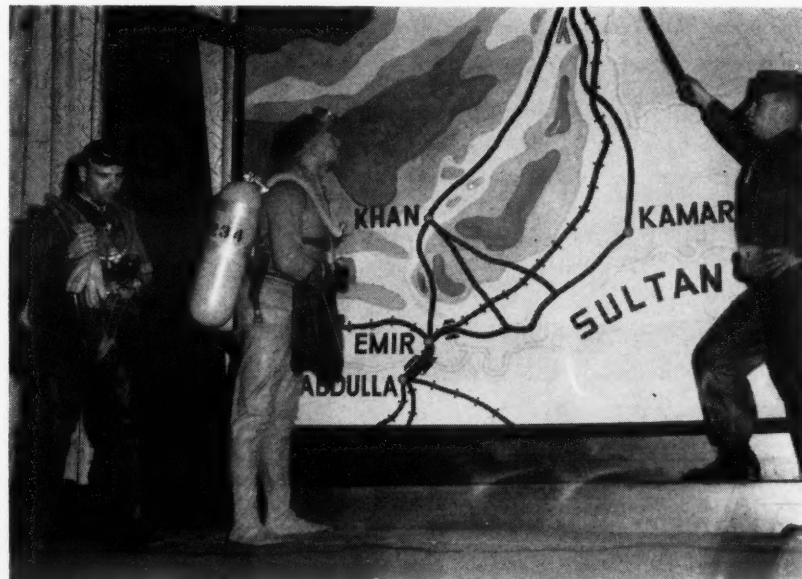
Administrative support, needed to keep the ships sailing at sea and the Marines fighting ashore, was part of the overall plan.

The action progressed to fire power and fire support. The amphibious task forces supplied fire support by three

**TURN PAGE**



General David M. Shoup, CMC, was presented with a mock-up of a bulk fuel, ship-to-shore system developed by the Firestone Company



During operations prior to D-Day, beaches were "cleared" of mines and obstacles by underwater demolitions men landed from submarines



## SYMPOSIUM (cont.)

means: Naval gunfire support ships; close air support delivered by carrier-based aircraft initially and later by shore-based planes of landing force aviation; and the fire power of the field artillery.

The climax was now in sight for **OPERATION SCIMITAR**—the **AS-SAULT!** The intensive period of planning was over. Amphibious task forces landed personnel via tanks, helicopters and landing craft on the beaches and inland Sirocco.

The fighting was intense and some mistakes were made. But Sirocco was secured and handed back to the legal government. **SCIMITAR** was over!

The amphibious warfare demonstration evidenced that all preparations come to one end: "Get the man in the suit of utilities on the beach with his rifle and support him with everything you have, for he is the man who closes with the enemy and wins the war." With that, the first day's presentation was completed.

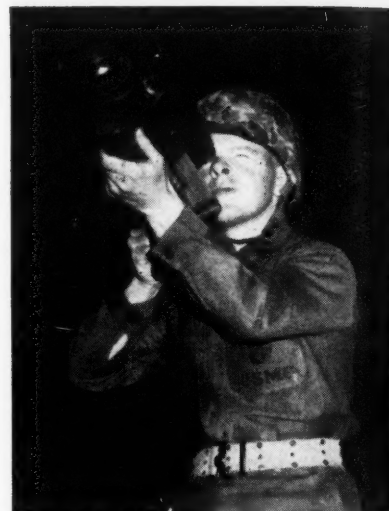
At the beginning of the demonstration, the narrator had said, "Marshall Foch once said, 'There is nothing new in war. Weapons change and destruction becomes more terrible. But the tricks remain the same.' And it might be added, so does the individual Marine. His weapon, his uniform, his battlefield—all these have changed. But this man, this Marine rifleman, stays the same. Tough, well-trained, instilled

with confidence in himself and his Corps. This man has held the secret of battlefield success."

That quotation was the introduction to the second day of the Symposium.

Spotlights in the wings of the huge stage of the hotel came up on Marines in uniforms dating from 1775 to the future, as the narrator provided a background on the history of the Corps. At its conclusion, the stage was cleared and a film clip on the screen showed an old, man-powered whaleboat as eight 1930 Marines stepped before the footlights. (Seven men and their leader, one automatic rifle and seven bolt-action Springfields). A comparison was made between these Marines, the present squad and a rifle squad of the future.

At this point a present-day rifle team appeared on the stage and their platoon leader stepped forward. "Wars, large and small," he told the audience, "can be won only by closing with the enemy and destroying him, and ground can be gained only by taking it and holding it. This is the job of the Marine rifleman—the man in the rifle platoon; and, of all combat jobs, his is the toughest, the dirtiest, and the most dangerous. It is he who must accept the poorest of living conditions. It is he who becomes the most exhausted in the intense heat, who gets the wettest when it rains, and who suffers most when it freezes. Yet this is only the beginning, for daily, this man must meet the enemy face to face and destroy the enemy or be himself destroyed! Nevertheless, he is proud of his position, this Marine rifleman, because he knows that



One of the guns presented was an anti-aircraft weapon recently developed by MCDL, Quantico

wherever the forces go, he will be the first to arrive. This Marine has a possessive feeling toward the objective his unit gains; a feeling of part ownership in the real estate upon which he stands because, in reality, he helped take it.

"He develops a sense of fellowship toward his comrades in arms which is almost impossible for the outsider to understand. Why this sense of fellowship? Because the Marine rifleman knows that his life depends upon these comrades and, what is more important, their lives are dependent upon him. His war is a small war fought in his own squad and platoon sector. What happens in other platoons and companies is very remote, far away, and, therefore, only rumor. But, though his picture of the war is small, it is nevertheless very close, very real and, quite personal. To him, the value of an objective is measured not so much in the ground gained as in the lives of his friends lost while taking it. He respects most his leaders who know their jobs, have confidence in themselves and inspire confidence in the men they lead."

Then the team from MCLFDC took over and gave the audience a good look at the Marine of tomorrow. One of the problems is the protection of these Marines from the effect of advanced fire power. To combat this there are armored boots, total torso armor, the new prototype helmet, the M-14 rifle, the 11-man squad and the M-60 machine gun—just a few of the many items under development or already in production.

Two Marines came on stage, one with WWII battle gear, approximately 80



"Playboy" was the code designation for the air strikes. Originally, the planes were carrier-based; they later operated from secured airstrips





The "Mighty Mite," teamed with the one-man "Jiffy Lift," demonstrated that the fighting troops are getting what they need, when they need it

pounds, and including only a helmet as individual protective equipment. In sharp contrast the MCLFDC had suited up another man with all the latest gear for the future Marine—15½ pounds of individual equipment, plus his normal existence items, a total weight of only 60 pounds.

In review, on film, were some of the current and immediate future family of helicopters; HO5S, HR2S, the new do-it-yourself helicopter and finally the one-man helicopter. Then came the latest item, a Ground Effects Machine (GEM), testing a theory, which if proved useful, could lead to a new

family of vehicles for movement over water or land, *on a cushion of air!*

The program included a demonstration of some of the latest techniques to come out of the Development Center. Just prior to the coffee break a radar set, able to operate in the front lines and give early warning of the approach of enemy vehicles, tanks, trucks and even personnel, was shown.

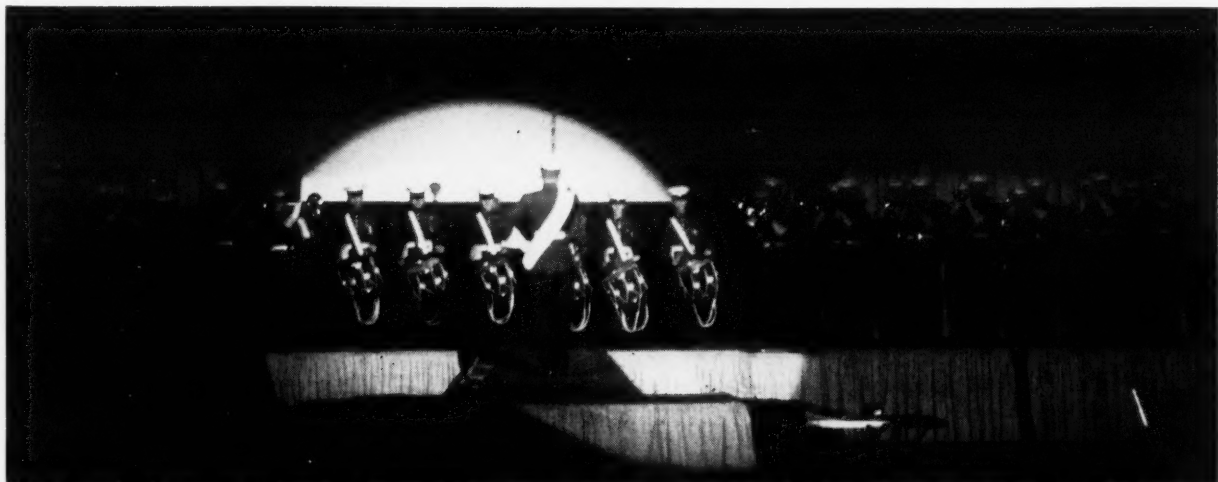
The bugle sounded "assembly" and the audience settled down for the last half of "Trends in Amphibious Warfare." Items ranged from a pod holding 525 gallons of fuel, specially fitted for a jeep, to a floating fuel line for ship-to-

shore transfer of fuel. Then, in rapid succession, came the rush roll, jiffy lift, march hook, aerial delivery via the ring-slot parachute and the vortex ring delivery system—all new ideas in various stages of development.

The demonstration explored the problems of the air elements, from small airfields for tactical support, through catapults, and on to a "catapult."

The demonstration came to a close with the narrator's summary: "... Now, and in the future, all the resources of our Naval power find employment in this form of war. All of the ships of the fleet, special vessels, ships of the line... have a part to play... Assault Marines are placed ashore by a variety of means... These Marines have the best weapons and support that American technology can produce... We know that many tasks confront us—guerrillas—well-equipped conventional forces, even nuclear war. No matter what the weapons are, or who the enemy is, or where we meet him—success depends on the guts, the skill, of this team."

The Commandant of the Marine Corps, General David M. Shoup, was the concluding speaker for the two-day presentation. He thanked the Navy League for giving the Marine Corps the opportunity to demonstrate what it is doing today and what it hopes to do in the future in respect to amphibious warfare. He reminded his listeners that the thinking behind the presentation had highlighted one major factor: **READINESS FOR COMBAT**. His address ended with the words: "Finally, the spirits of these undying dead pray: 'Please, God, may our ship of state sail on and on in a world forever at peace.'" **END**



The Marine Corps Drum & Bugle Corps sounded "First Call" in the Sheraton-Park's auditorium to

open the second day of the Amphibious Warfare, Seapower Symposium, staged by MCS, Quantico



# HAIRY RUN OVER SUAN-YULI

A streamer of crimson arched out behind our wing, trailing off into space like the devil's own banner. We were afire!



LI

by MSgt Stephen Keimel  
as told to Norman Sklarewitz

**J**UST SECONDS before, the black Korean hills below had been bathed in the pale, silver glow of a full moon. Through the plane's canopy, I saw the stars etched sharp and blue against the skies that looked down in passive neutralism on small American patrols who moved out silently from bunkers and foxholes toward the entrenched Reds.

Now, however, the blackness outside my cockpit boiled wildly with yellow

and red. A streamer of crimson arched out behind our right wing, trailing off into space like the devil's own banner.

We were afire!

Raw gasoline poured from the ruptured wing tank and traced our drunken course through the sky for every enemy anti-aircraft gunner to see.

In the forward cockpit, Marine First Lieutenant John Erickson coolly fought to keep the plane in the air. He had little to work with.

**TURN PAGE**

## HAIRY RUN (cont.)

The aircraft was battered from an incredible air-ground collision. Our right engine was out and afire. The left engine screamed in mechanical agony as it strained to carry the full weight of the ship.

I glanced out, shielding my eyes from the light of the burning starboard engine. The cowl of the good engine began to glow dully. It was pushing toward the critical operating point at which metal begins to weaken, to melt and then to disintegrate.

Swede Erickson did what he could to keep us aloft but it was a losing battle.

Over the intercom he spoke quietly but with an edge on his voice that couldn't hide our desperate plight.

"Admiral," he said, "I think we'd better jump. This ship won't hold together much longer."

I gulped. We were now 4000 feet over the broken, knife-sharp ridges of North Korea—well inside Communist lines. There wasn't a chance that any of the Air Force choppers could pick us up. If we survived the jump, we

took a deep breath and pulled. The canopy should have leaped off as the rush of the wind outside hurled it away. It should have—but it didn't. Nothing happened.

I pulled again, then slammed the handles forward and jerked back a third time. Again and again I pulled frantically. Yet the canopy held.

It wasn't going to release!

The shock of our near crash a few minutes before had evidently twisted the fuselage of our plane. The canopy was wedged tight. And that meant I was trapped inside the cockpit—locked in a plane, on fire over enemy territory!

Every pilot harbors the secret fear of being caught in a burning plane. For all but an unlucky handful, this is just a fleeting thought or a nightmare when fear fans your sleep into another life.

But, for me, the terror of this nightmare had exploded into reality.

My ride with death had begun a couple hours before when I'd reported in for the usual preflight briefing with Swede Erickson. He was the pilot of our F7F Grumman Tiger Cat and I was the AIO—Airborne Intercept Operator, a fancy name for radarman.



were sure to be taken prisoner.

But there was no choice.

"Roger, Swede," I said. "Wait one and I'll be with you."

I quickly wriggled out of my Mae West and unloaded all the loose gear I was carrying. Then I cinched up my parachute straps and got ready.

This was before the day of fancy automatic ejection seats. If you had to leave this crate, you did it manually. But that wasn't too hard. Just a quick jerk on a handle on each side of the cockpit released the canopy. Then over the side.

I grabbed a handle in each hand,

Our ship was a twin-engined night fighter assigned to the VMF (N)-513, a sharp Marine squadron based on K-1 near Pusan.

Swede and I were a team of lone wolves. Night after night we took our ship up by ourselves on one of two kinds of missions—combat air patrols or ground strafing.

On patrol, we flew high, searching the skies electronically for enemy MIGs that tried to penetrate U.N. lines.

On the strafing missions, we went down near the deck and chewed hell out of anything that looked like Commies.

For the night of April 18, 1951, the

assignment was to go prowling around the hills looking for targets of opportunity. We finished the briefing at 1600. Swede and I drew Area No. 3, a sector along the Suan-Yuli route about 40 miles long. While we were checking this area, two other of our Marine planes would have their respective hunting grounds while a fourth plane flew CAP.

It was a well-coordinated technique that was bagging plenty of Reds. This night shaped up as a perfect one for us. The moon rose early and was full and bright. Only a few broken clouds were in the clear, night sky.

About an hour and 20 minutes after we were out I spotted 'em—a long line of North Korean trucks snaking down a narrow mountain road.

"Swede," I shouted into the intercom. "Take a look over there."

"See 'em, Admiral," he said. "They look right juicy."

We barreled down for a closer look. Sure enough, it was a line of maybe 25 or 30 trucks. They were moving along a road bounded by a steep slope on one side and a gully on the other—a real shooting gallery.

Our Tiger Cat roared down out of the blackness and the Commie got the word, fast.

"Look at those monkeys go," I yelled up to Swede. The North Koreans were running in all directions. The drivers just slammed on the brakes, dove over the sides of their cabs and didn't stop running until they were down in some safe ravine.

As we made our first survey run through the narrow valley, we saw why the convoy was backed up. The bridge at the south end of the pass was knocked out.

"Let's make sure they don't back away," Swede said and he pulled the Cat up into a steep, climbing turn.

We charged northward and opened up on the tail truck in the convoy. A few seconds later it was burning and providing a perfect road block. Now the vehicles were neatly holed up where we could work them over with ease.

"This is going to be great," I told Swede and he agreed. Our Tiger Cat was made for this sort of shooting match. We packed eight frag bombs, a big 500 pounder, napalm tanks and four 20-mm. cannons.

We were ready to unlimber them. Swede began the run from the north end of the valley and dove in at maybe 200 or 300 feet all the way down, raking the convoy with a vicious stream of fire as he went.

It was cold turkey. Swede would get in about a 30- or 40-second firing burst on each run as we streaked down at 300 knots. Those cannons roared their



deadly music out over the powerful whine of our two Pratt & Whitney R-2700 hp engines. At the end of the first two runs we had a half dozen vehicles burning furiously.

But Swede was no hog. He was willing to share our fat pickings with the other boys. He got on the air and rang up Captain Howard Wolf, who was in the adjoining sector.

"Fly Train One Eight, this is Fly Train One Seven. Howdy, we got a hot target all boxed up over here. How about joining in?"

Wolf acknowledged. Swede took our ship up to about 2000 feet and flipped on the running lights so the other plane could pick us up.

Soon, Wolf was on station and an R4D flare plane orbited overhead to light up the area for us.

Swede and Wolf set up their pass system and we began to give the Reds a first-rate Marine going over.

The deal was simple. The two planes worked a "race track" pattern. While one would be making its firing pass, the other would be on its recovery run. That way, we kept out of each other's way and the Reds were eating lead almost continuously.

Then, as we made one of our passes, I pointed out a small knoll to Erickson. It was off to one side of the road.

"I see it, Admiral," he said. "No sweat." It was only a small rise of maybe 30 feet, but at the speed at which we were operating, it could be a real hazard.

Actually, I didn't like one thing about the terrain. The same feature that trapped the enemy worked against us too. Steep slopes on both sides of the road meant we didn't have any spare room to maneuver. We had to be careful about pulling up just so at the end of each run. But in the excitement of clobbering the North Koreans, we somehow paid less attention to the hill.

Then, almost before I realized what was happening, we began another firing pass—only now we were dangerously off to one side.

"Swede," I yelled. "Watch that rise. It's dead ahead."

"Got it," he said. He saw we were wide of the road and began making a corrective "S" turn to get us back on the safe air lane. But suddenly we realized it was too late. We were low and blasting ahead, straight for the hill.

Erickson hauled back on the stick and for an instant I thought we'd clear it. But then, *wham!* The plane shuddered under the terrible impact.

The air was filled with leaves, branches and flying debris as we plowed through the treetops. There wasn't time to think about it. One second we were in great shape; the next, our plane

trembled and rocked.

But the fantastic truth was there. We had crashed into the top of the rise, cut right through the undergrowth and yet were still flying.

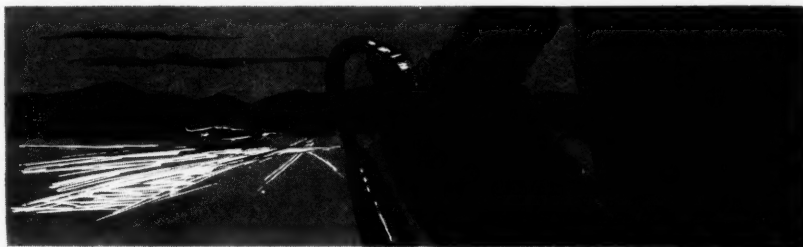
Then I realized something else. "Drop the bomb," I shouted into the mike. That 500-pounder was slung in our belly and I was sure the shock of the brush with solid ground would arm it and blow us to Kingdom Come.

The pilot punched the bomb release button but nothing happened. "I can't drop it," Swede said. "It's jammed; it won't let go."

A lifetime of flight training was jammed into those half dozen seconds.

Erickson fought to keep the plane in the air and to unload the lethal missile we carried.

Finally he was able to release the



bomb with a manual control. It dropped harmlessly away. But he couldn't expect to keep the plane going much longer.

The only thing left to do was crash-land the crate. You just can't cut the top off a hill and still keep flying a plane. But Swede Erickson did; for a while; that is.

He got us up to 400 feet and rolled into an easy left turn. We had a chance to see what had happened; it wasn't good.

The crash had torn the bottom off our starboard engine, knocked off our radio antenna and battered up our right wing's leading edge like a hunk of tin roof after a tornado.

We didn't know what had kept her going this long but we had no illusions about the Cat holding together indefinitely. Swede nursed the left engine along until we got some altitude. We had no control over the right prop. It thrashed around, windmilling and adding another headache to the list which was getting longer and longer.

Then I saw a spot of red flickering on our right wing. It turned into a glowing, crimson mass. The engine was afire!

I didn't have to tell Swede. In another second, the ruptured fuel lines fed the fire with raw gasoline.

Flames leaped out like a thousand-tongued monster, devouring the engine and the badly weakened wing.

The left engine wasn't much better off. It began to catch and sputter. Our air speed dropped to 90 knots. There was only one thing to do—jump.

We didn't want to go over the side. If we rode the plane down we were at least together. If we could hold the Commies off until daylight, then maybe the choppers would find us.

But there didn't seem to be any choice. That left engine was due to die out at any time and maybe throw us into a dive from which we couldn't jump. We got ready to bail out, and that's when I found the hatch jammed tight . . . I realized that I wasn't going to leave that ship under my own power.

I was scared, you can believe that. I pounded on the canopy with my hands and elbows. I doubled up my legs and kicked overhead in a wild, frantic fight to free myself from this fiery prison. But the canopy held, tight as a coffin cover.

Over the intercom, I told Swede what had happened.

"OK, Admiral, we'll stick with it."

The coughing, left engine was pattered like a reluctant chorus girl. It sputtered a bit more, then began to roar steadily. What kept it going, I don't know.

It was designed to operate for five minutes on maximum power. It was well over that already and we still weren't near home base. By cutting off the fuel feed to the right engine and climbing higher to a colder, thinner atmosphere, Swede snuffed out the starboard engine blaze.

Our troubles were far from over, though. Every Red AA gunner in North Korea had been banging away at us with anything they could shoot. They had a perfect target while we were afire. Gunfire was hosed up at us in a steady stream. But our luck held on that score. Even though the tracers knifed all around us, we weren't hit.

We got up to about 8000 feet and the engine seemed to be holding out OK. We were (continued on page 87)

In WW II, more than 20,000 tons of bombs were dropped  
on the city in an attempt to destroy the Nip command



The scars of war do not heal quickly. Everywhere  
in Rabaul is evidence of the Japanese fortifications

and Allied bombing. Returning residents found only  
rubble and the walls of two buildings still standing

# RETURN TO THE ISLANDS\_

# RABAU

**T**HERE IS AN underground cave in downtown Rabaul where the brains of the Japanese Navy planned their abortive South Pacific strategy in World War II. The communications equipment which once lined the rock walls has disappeared. The maps and top secret files long ago moldered. The busy urgency is no longer there.

Except for the Japanese naval emblem etched over the still-camouflaged concrete entrance, and the compass rose painted on the ceiling of the intelligence section, one would hardly suspect that this was the nerve center from which enemy soldiers, aircraft and warships were dispatched against Allied forces throughout the Solomon Islands, New Guinea and Australia.

Today the compartmented cavern is lined with shelves and rows of bottles, for this bomb-proof shelter—which Allied airmen and naval ships never were able to damage—has become the liquor storage vault of Rabaul's New Guinea Club.

Circumstances have shifted like

sands in only 15 short years since the war's end.

Japanese forces captured Rabaul on New Britain island, east of New Guinea, less than two months after the Pearl Harbor attack. They built it into a major South Pacific bastion, a base for more than 100,000 troops.

The fortress became an all-important target for Marine pilots and other Allied flyers. Rabaul took one of the heaviest sustained bombings of any enemy base in the Pacific as, day after day and month upon month, bombers and their fighter covers plastered the tiny port town and surrounding Gazelle peninsula from newly constructed airfields in the Solomons, New Guinea and northern Australia.

Dug into thousands of caves and tunnels, the enemy did not surrender until hostilities ended, although his effective opposition had ceased many months before. Except for some who were taken prisoner, Americans did not set foot in Rabaul until the end of the war.

Unable to bomb it out of existence,

strategy called for by-passing and isolating it. As part of this master plan, the First Marine Division, then serving under General Douglas MacArthur, captured Cape Gloucester on the opposite tip of 370-mile New Britain in the closing days of 1943, two years after the war started. Then the Fifth Marines (Reinf) landed toward the middle of the moon-shaped island to occupy Willaumez peninsula and Talasea airport, pinching the enemy even closer. A few days later, other Marines landed at Emirau, northwest of Kavieng.

It was, finally, some two years after the Japanese first captured Rabaul that the trap was closed, the fortress encircled, and the enemy left to starve and wither on a vine which no longer had a supply line.

What has happened to Rabaul in the years since the war? What damage did it suffer at the hands of Japanese and Allied forces? What does it look like today?

As one who knew Rabaul only as a prime wartime target, the author visited it in the course of a six-month

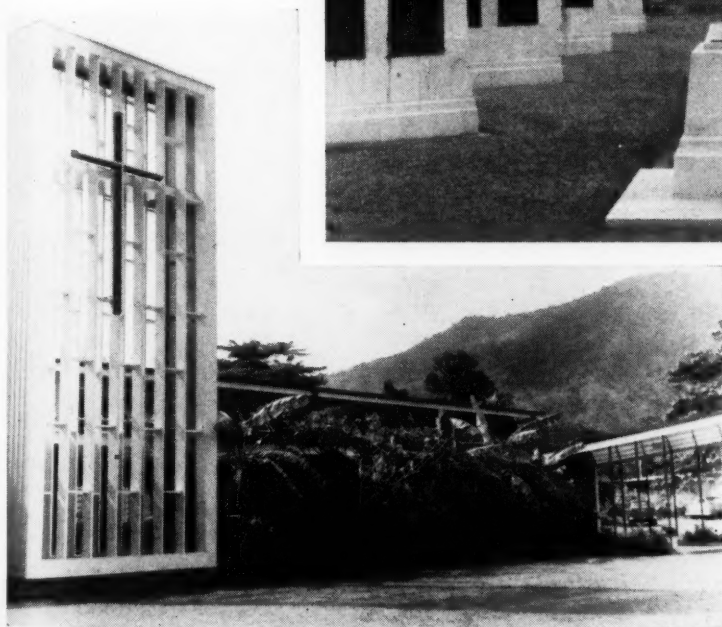
**TURN PAGE**

by Robert C. Hayes

(Photos by author)

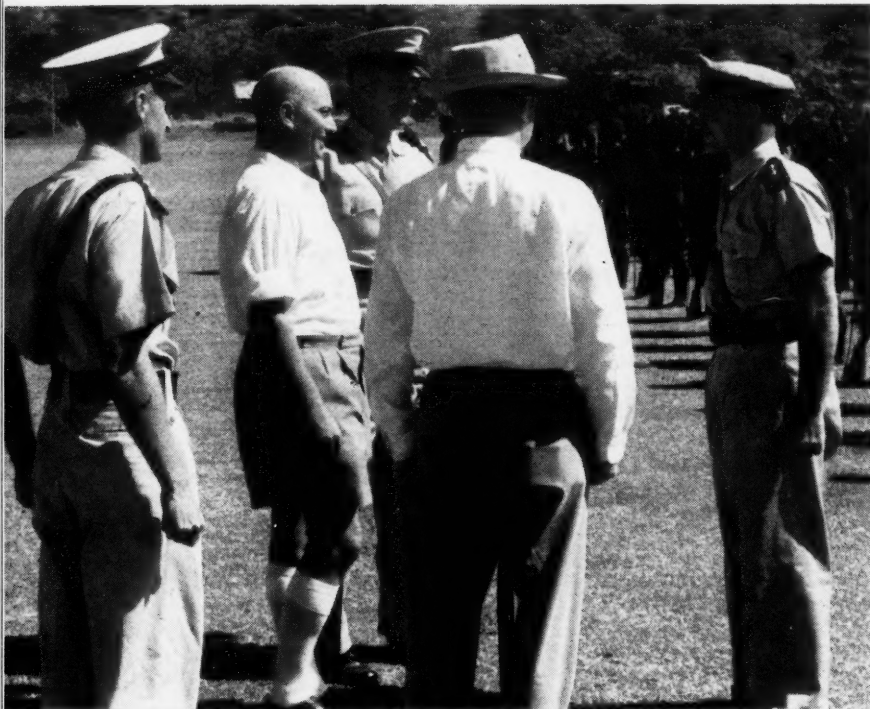


In the lush jungles of New Britain, this well-kept military cemetery stands out as a memorial for Rabaul's WW II dead



A Methodist church on the main street exemplifies the advanced architectural designing of the "new," post-war Rabaul





The author (in shorts) met officers of the Rabaul Constabulary during an inspection. Many of the policemen served with Australian forces

## RABAU (cont.)

reexploration of the South Pacific islands to learn the answers to these questions.

Rabaul has always lived an uncertain existence. Germany built the town on the shore of Simpson harbor in 1910 and made it the administrative center of what was then German New Guinea, including New Britain, New Ireland, Admiralty islands and Bougainville. It changed hands after World War I when New Guinea was mandated to Australia by the League of Nations, then was occupied for nearly four years by the Japanese in World War II.

Rabaul's post-war existence has been no less uncertain, as government officials pondered whether to restore it as a district headquarters. Returning residents found only rubble and the partial walls of two buildings still standing. Amidst talk that the town might be abandoned altogether because of seven active or potential volcanoes surrounding it, they hesitated at first

to erect more than temporary houses and stores.

But daily living under the volcanic threat has eased the tension, and the need for a deep-water harbor, now as in 1910, has led to the government's decision to continue Rabaul. The past

two or three years have witnessed the construction of increasing numbers of permanent, advance-designed homes, churches, office buildings and port facilities which make it one of the most attractive and progressive-looking towns in New Guinea territory—a veritable tropical garden.

Marine pilots and others tried unsuccessfully to bomb Matupi, Mt. Mother and other volcanoes into devastating destruction during the war. The last eruption was in 1937 when more than 200 persons were killed.

Simpson harbor, now the No. 2 commercial port in the Territory of New Guinea, is itself the sea-filled crater of another huge volcano that long ago blew out all but a portion of its cone. Its protected anchorage, big enough to have held a sizable portion of the Japanese fleet, serves the shipping needs of a widespread island group whose main export is copra and cocoa.

The scars of war do not heal quickly, and everywhere in Rabaul is evidence of Japanese fortifications and Allied bombing. Crumbled walls litter vacant lots alongside modern commercial buildings. Extensive networks of tunnels and caves in nearly every hillside surrounding the town attest to the enemy's desperate defensive efforts. There is little wonder that bombers were unable to blast them out of their positions!

On a commanding ridge behind town, where a new seismographic station is prepared to warn residents of impending volcanic action, stands an eight-inch Japanese naval gun, now a local showpiece. Natives say it was hauled up the mountainside piece by piece and



Only the front wall of the New Guinea Club was left standing at the end of World War Two



reassembled to defend the harbor. It has defied efforts of salvage crews to remove it. Other coastal guns point seaward in their original concrete emplacements. There are enough anti-aircraft weapons left in the jungles to supply almost a division.

Scattered pieces of a Japanese printing press which propagandized natives into submission, together with bits of a dismembered gallows from which convicted war criminals were hung after the war, afford gruesome conversational pieces.

One of the pre-war buildings which miraculously escaped total razing is the New Guinea Club, a men's social organization that started in 1930 as the Sergeants Mess. The other is the Burns Philp general store.

The compass rose in the underground intelligence room is marked around the perimeter with Japanese characters for such names as Henderson Field, Munda, Torokina, Townsville, Moresby and other wartime bases. As soon as intelligence obtained an azimuth on approaching Allied planes, it was able to ascertain with reasonable accuracy where the attack came from.

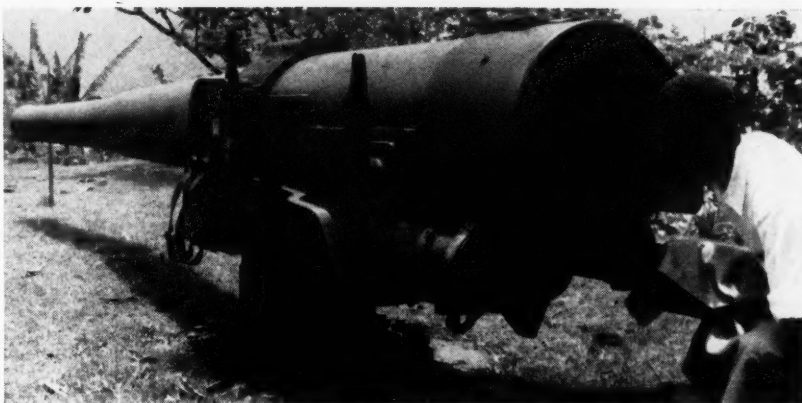
One interesting evidence of Japanese resourcefulness, even in desperation, may be seen at Tavui beach outside Rabaul where the coastline drops off abruptly to a depth of 165 feet. It was here that enemy submarines were able to inch their way in, undetected, to within 25 feet of shore to be resupplied from storage caves dug into the overhanging cliff. The phenomenal drop-off is now a rendezvous for skindivers and underwater photographers who explore coral, fish and sea life and the layers of the island's volcanic structure.

Despite its setbacks and ever-present threat of volcanic disaster, the "new" Rabaul has doubled its pre-war population. There are approximately 2000 "European" and more than 4000 Chinese and native Melanesian inhabitants. It is second in size only to Port Moresby on the New Guinea mainland.

New coconut palms and cacao trees have all but obliterated the erstwhile enemy airfields as plantations have expanded under the influence of higher post-war prices for their products.

Qantas Empire Airways maintains thrice-weekly plane service between Rabaul and Lae-Port Moresby. A weekly plane brings travelers, traders and businessmen to Rabaul from Bougainville, Munda, the Russell islands and Guadalcanal to the south. Ships of many flags scud in and out of its harbor.

Post-war Rabaul has not yet regained its pre-war economic eminence, but Phoenix-like, it is steadily rebuilding on its very ashes. **END**



This huge field piece, supposedly carried up the mountainside piece by piece by the Japanese Army, commanded the ridge above Rabaul



The sergeant major of Rabaul's native police force examined one of many Japanese anti-aircraft guns in the jungle surrounding the city



This crumbling wall is mute evidence of the almost total destruction wrought by Allied bombing missions during the Second World War

by AMSgt Robert E. Johnson

Photos by

AGySgt Charles B. Tyler

# WHAT GOES

**W**HEN SCIENTISTS and naval aviation teachers put the modern jet pilot and crewmen under the magnifying glass, they come away with some startling facts. All is not peaches and cream, cruising high in the atmosphere at speeds approaching or exceeding the speed of sound. The higher they go and the faster they go, the more risks can be expected. The answer—survival demands a professional approach to the job of flying high performance aircraft. Pilots must be familiar with the problems associated with high altitude, high speed flights and be prepared to cope with them. Decisions are measured in seconds rather than minutes and a non-professional attitude is apt to result in a very large hole in the ground—or head.

Never before in history has the pilot been so intensely studied, publicized, instructed and respected. Never before have so many demands been placed on him. He's a ground creature by nature, but through necessity, he's rapidly adapting to the high altitude-high speed environment he is required to work in. Survival and the professional approach to flying presupposes a good basic knowledge of the psychological and physiological factors which could be encountered while flying.

All this ballyhoo would have been incomprehensible in the biplane's day. Then, the picture was simple. An airplane was an oddity—it went up—it came down. People who talked of high speed bailouts or flights at 50,000 feet were accused of reading too many science fiction novels.

There is no margin for human error in the operation of today's high performance aircraft. The aircraft must

perform errorlessly; so must the pilot. Two out of every three accidents, with known causes, are attributed to some failure on the part of the pilot. To this correction, the Aviation Physiological Training and Survival Unit at El Toro is dedicated.

Ascent into the atmosphere is comparatively recent. The firsts, to any considerable heights, were made by free balloon. These early explorers of the upper air had no conception of the atmosphere above the earth and did not recognize the problems of hypoxia, reduced atmospheric pressure and low temperatures.

A description of "balloon sickness" was published in 1862. During a free balloon ascent, two Englishmen, after reaching 29,000 feet, noted the loss of accurate vision and hearing, and experienced a "paralysis" of arms and legs. Fortunately, one managed to seize a valve rope with his teeth and was able to start the descent. Fourteen years later, a French physiologist built a low pressure chamber and performed experiments which marked the beginning of aviation medicine. He demonstrated the lack of oxygen caused by low atmospheric pressure.

That same year, three associates ascended by balloon to 28,000 feet, but only one lived to tell about it. They experienced symptoms of hypoxia—loss of memory, panting, an inward joy, a general weakening, etc. One member regained consciousness and tossed over sandbags even with his two companions slumped at his feet—a singularly pointed demonstration of loss of judgment.

Hypoxia is an illness caused by insufficient oxygen pressure encountered at altitude. Psychological stress can trigger the hyperventilation symptoms which are caused by overbreathing. The resulting symptoms are much the same—dizziness, blurred vision, etc. And, as if this were not enough, the modern pilot must be able to recognize hypoxia, carbon monoxide poisoning and aerobolism, several other gremlins associated with this new environment. None are conducive toward social security benefits.

Lumping the above air illness possibilities with high speed bailout procedures, the varied parachutes and survival equipment, the different types



# UP . . .

. . . is the concern of an El Toro unit

of oxygen equipment, water survival, etc., it gives a general idea of classroom tasks confronting the El Toro Physiological Training and Survival Unit. It's accomplished by classroom lectures, motion pictures and practical application. Several museums exhibit all forms of equipment used by a pilot or crewman. Each piece is described in detail.

Classroom study began in February, 1958. Each year, more than 1200 individuals have completed the one-day course. Officer-in-Charge is CMSW William R. Stanberry, USN. He holds the title of aviation physiological training officer and presents the aviation physiology lecture to each class. With regularity, he also acts as instructor/observer inside the low pressure chamber. He kept students ever-thinking into the future with predictions and the presentation of problems which will confront the first astronaut in space travel.

Helping CMSW Stanberry are four Navy hospitalmen and two Marine noncommissioned officers. They are HM1 Herbert V. Miller, HM2 Ronald G. Campbell, HM3 Robert C. Govoni, HM3 Ronald J. Gretz, AGySgt Joseph M. Morrow and ASSgt Thomas F. Nagelin.

From five to 25 students attend classes which convene twice weekly. The only requirement necessary is proof of a physical examination within the past 12 months. Personnel with sinus trouble or those experiencing colds are discouraged from attending until the respiratory ailment clears up. These handicaps cause undue unpleasantness in the low pressure chamber phase of training.

Although students arrive from nearby Army, Navy and Air Force posts and stations, the bulk of trainees are locally stationed Marine pilots and flight personnel. Logically, these individuals are more likely to find themselves in emergency situations requiring a knowledge of aerial survival. A small number attend to qualify as jet passenger hitchhikers.

The two most interesting classes are the use of the Martin Baker Ejection Seat, and an introduction to low atmospheric pressures and the proper use of oxygen equipment in the low pressure chamber. MCAS, Cherry Point has a similar school. A third low pressure

chamber is currently being installed at MCAS, Beaufort.

"Our students are increasing in numbers each month," AGySgt Morrow said. "More and more are realizing the importance of adequate survival training. After all," he continued, "it could be instrumental in saving their life one day." This attitude, expressed by the sergeant, is general among officers and enlisted personnel who undergo the training. All realize its value at completion. Locally stationed pilots are required to attend this course of instruction once every two years.

In a bailout situation, odds favor ejecting. Nearly all fatal ejections are caused by a lack of sufficient altitude.



ASSgt T. Nagelin (R) checked students in a pressure chamber while they "flew" without oxygen masks at a simulated altitude of 18,000 feet

At El Toro, there have been 14 successful ejections in the last 18 months.

Successful ejections have been made as low as 275 feet with the use of the ejection seat. However, this is unusual since 500 feet is probably the 50/50 point for success. It was explained, the pilot is thrown approximately 64 feet above the level of ejection. At the end of three seconds, he is approximately 32 feet below the level of ejection.

"There are three areas of interest in accident prevention," CMSW Stanberry said. "They are the humanitarian aspect and the effect of fatalities on

squadron morale, the monetary aspect and of course, operational readiness.

"In 1950, naval aviation cost the taxpayer 65 million dollars in accidents. In 1958, the number of accidents decreased, but the cost zoomed to about \$328 million. Carrier landings," he continued, "are averaging about \$1000 per landing in crash damages.

"As for operational readiness, 521 aircraft were destroyed through accidents in FY 1958. This loss is comparable to the simulated combat loss of 17 jet fighter squadrons, 10 attached squadrons, three 'copter squadrons, one patrol squadron and 98 miscellaneous training, transport and utility type aircraft. This loss was more than the combined combat losses for three years of the Korean engagement.

"Some people still question the value of aviation safety programs. In 1958, it was predicted that the accident rate would be 3.1 accidents for every 10,000 hours. The final figure was 2.83 percent, and the difference between what was predicted and what was achieved meant that 35 pilots were still alive, 91 accidents were avoided, 45 aircraft were

still operational and 27 million dollars were saved.

"In 1959, the accident rate dropped to 2.6 percent. This decrease in the accident rate constituted the seven straight calendar year decrease in the annual accident rate.

"How low it will go, nobody knows," CMSW Stanberry said. "As long as airplanes are made, maintained and flown by people, we will have aircraft accidents. We are shooting for the lowest possible accident rate achievable."

Naval aviation flies about 1,100,000 jet hours (continued on page 72)



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just enough!



# CARTOON CONTEST!

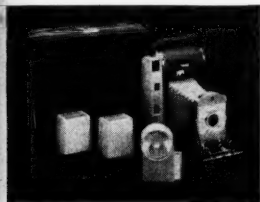
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First prize winner will receive \$500 extra in cash  
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submitted with entry... up to \$5,000. (See rule 6.)



## HERE'S ALL YOU DO!

Just figure out a caption to fit the cartoon. Look it over carefully and write a caption in no more than 25 words in the space on the entry blank below! Maybe it's a picture title... maybe it's what one of the characters is saying to the other. For example, you might say: "O.K., Sarge—Now I'll shoot you for the barrel!" The funnier the better. It's your line. So go to it!



WRITE YOUR CAPTION HERE

## FOLLOW THESE EASY RULES:

1. This contest is open to members of the United States Armed Forces on active duty, their dependents and civilian employees of the Armed Forces, except employees and their families of Liggett & Myers and its advertising agencies. Entries to be eligible must be 17 years of age or older.
2. Write a caption for the cartoon not to exceed 25 words. Print or write your caption clearly in the space provided on the official entry blank, or use a plain piece of paper, being sure to include your name and address. Send your entry along with both end panels from a carton of L&M, Chesterfield or Oasis cigarettes to address appearing in entry blank. Enter as often as you wish, but be sure to enclose both end panels with each entry. Illegible entries will not be considered. See rule 6 for bonus instructions.
3. Entries must be postmarked by midnight May 31, 1960, and received by midnight, June 15, 1960.
4. Entries will be judged by the Bruce, Richards Corporation, an independent judging organization, on the basis of originality, interest, humor, and aptness of thought. Judges' decisions are final. Duplicate prizes will be awarded

in event of ties. Only one prize to a family. Prizes awarded must be accepted as stated and no substitutions will be made.

5. Entries must be the original work of the contestants submitting them. All entries, contents and ideas therein become the property of Liggett & Myers for every and all purposes and none will be returned.
6. Cash Bonus Added to First Prize: Each additional set of end panels from a carton of L&M, Chesterfield or Oasis cigarettes sent in with your entry qualifies you for an additional \$500 in expense money if you win first prize in the contest. For example: If three sets of carton ends are mailed in addition to regular entry requirements, the first prize will be increased \$1,500. Maximum bonus prize eligibility \$5,000 for 10 additional sets of carton end panels.
7. Winners will be notified by mail as soon as possible after completion of the contest. List of winners available to anyone sending a stamped, self-addressed envelope.
8. First prize winner must take trip as part of regular furlough or leave time, and trip must be taken prior to May 31, 1961.
9. This contest is subject to all Federal, State and local laws and regulations.

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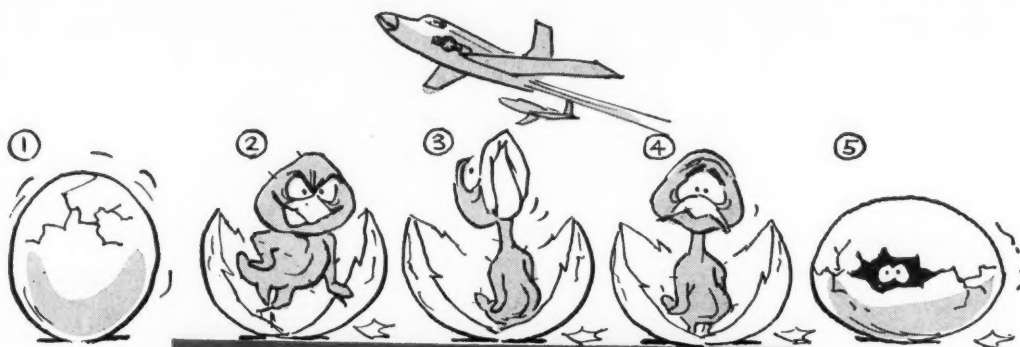
- ☐ King  
☐ Regular  
☐ Crush-proof box

### OASIS

- ☐ King with  
Menthol Mist

## PRINT CLEARLY! ENTER AS OFTEN AS YOU WISH!

This entry must be postmarked before 2400, May 31, 1960, and received at P. O. Box 516, New York 46, N. Y., by 2400, June 15, 1960.



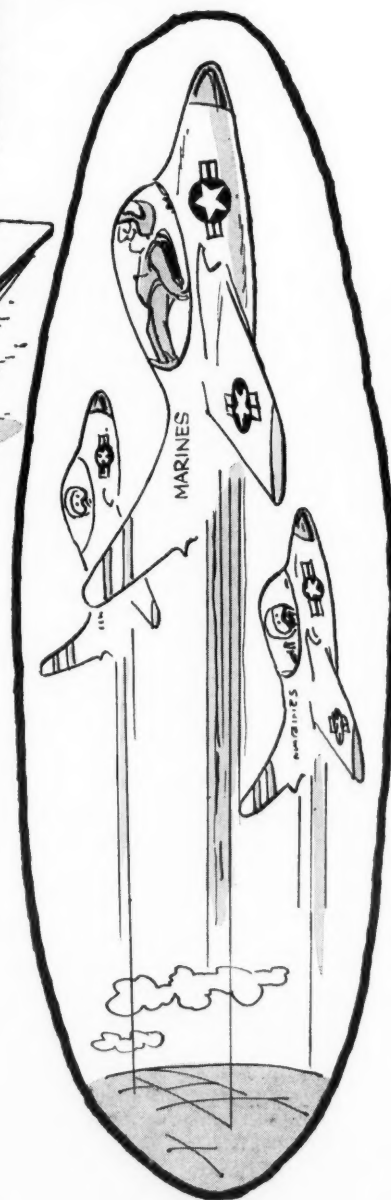
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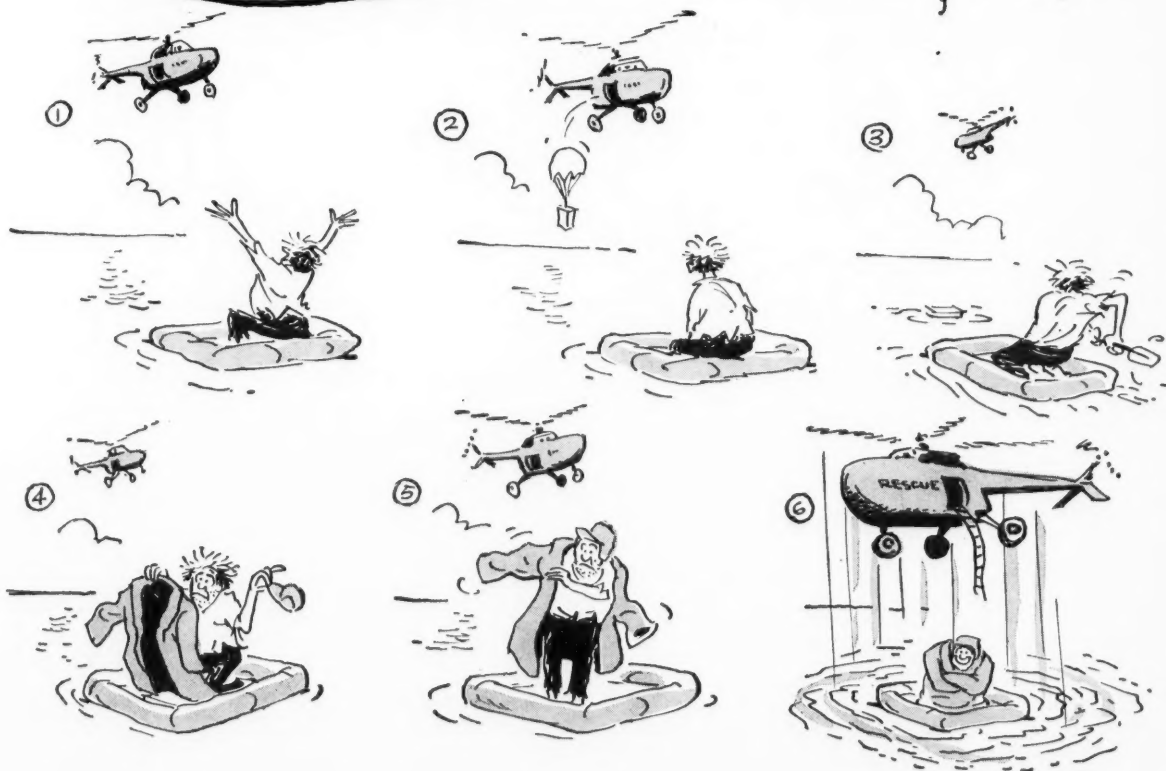
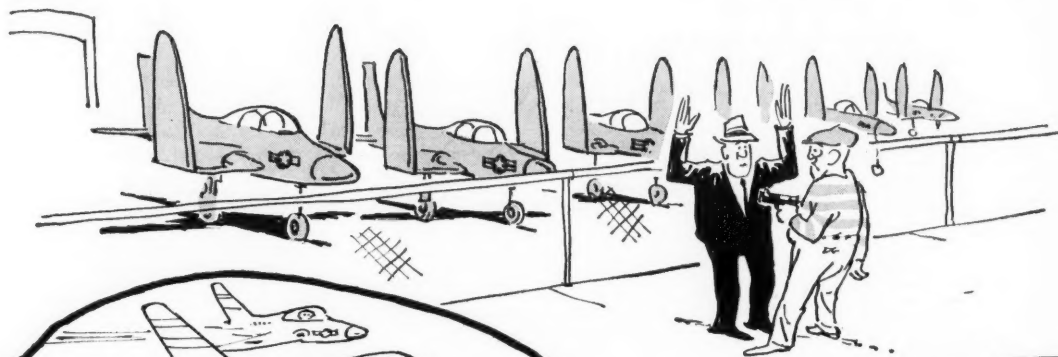
"You Navy guys got a right to be proud of a ship like this. Back in the States they named a haircut after it!"

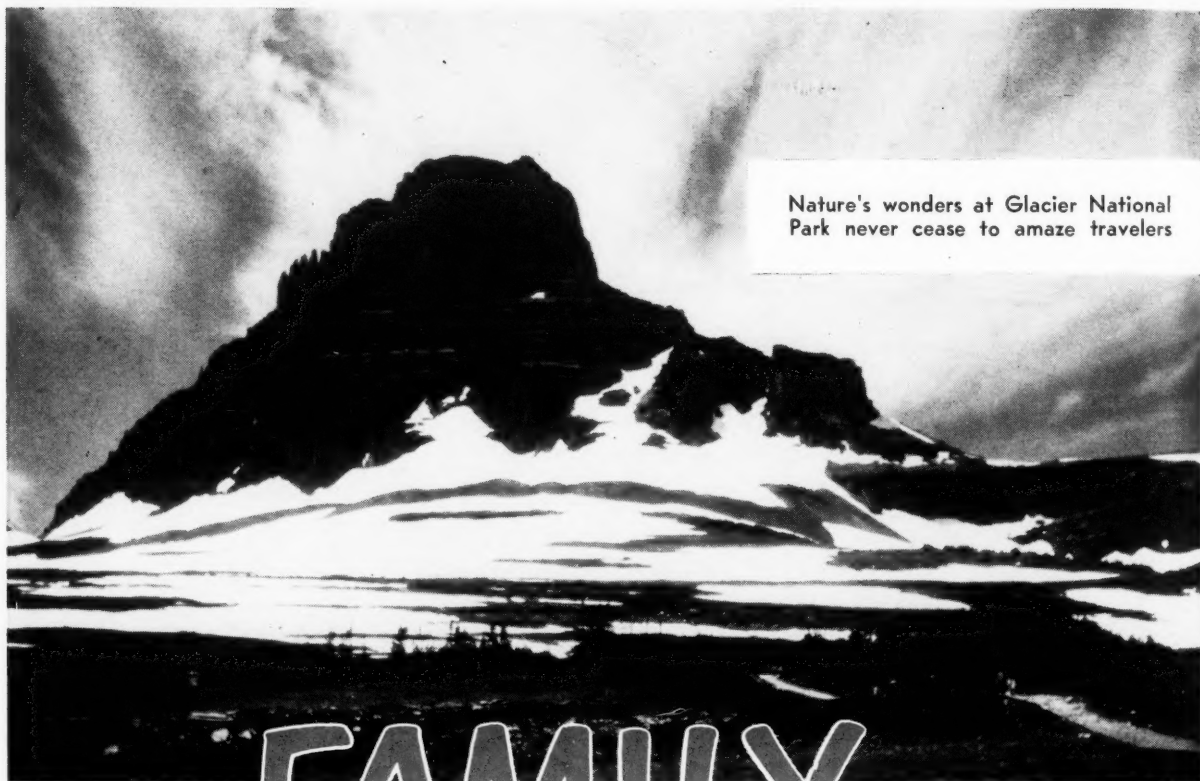


"I've conducted my pre-flight inspection, Sir, and I'm convinced beyond the shadow of a doubt—it's an airplane!"









Nature's wonders at Glacier National Park never cease to amaze travelers

# FAMILY CAMP-OUT

**Take your time and enjoy the trip inexpensively, advise**

**John and Sue Crown as they relate their cross-country experiences for other families anticipating a major move**

**I** WAS SURE it couldn't be done. But we did it! And we had a lot of fun doing it.

As long as Marines are being assigned on the East and West Coasts of the United States, a certain number of them, each year, will be making the trek across country. In recent years an

increasing number of Marines—particularly those with children—have been making a scenic expedition of it. Instead of a hell-for-leather trip along the most direct route, they have been pitching tents in State and National Parks and Forests from one end of the country to the other. In this way, Ma-

rines and their families are seeing more of the natural wonders of the United States and Canada than could be done in "normal" traveling. A camping cross-country trip is healthier, cheaper and more enjoyable than any other comparable method of combining sight-seeing and travel.

Don't think I'm telling you this as a veteran camper. Until a year ago, the only camping I'd ever done was as field duty in the Marine Corps. My wife and four children had never slept outside a house in their lives. That is why I was convinced it couldn't be done. But I was slated to move from Quantico to El Toro. All our previous cross-country trips had been hurried ones. This time we felt the four children were old enough for a leisurely trip. (The children range from 5 years to 10 years.). But recalling past trips, we knew that the expense of a "leisurely" trip in "normal" fashion for a family of six would be prohibitive. That's how we got on the camping kick.

This account is not meant to be a travelogue. Better ones can be found on TV and at your local movies. It is, rather, the story of how we prepared for our trip and how we made it. As Summer and transfer time draw near, it is our thought that a rundown of our experience might assist anyone who is contemplating a camping trip, and perhaps encourage others to undertake such an expedition.

The first thing we did was to let it be known far and wide that we were about to cross the country with tent and frying pan. In this way we smoked out people who had some experience along this line. They enjoyed telling about their trips, and thus we obtained

much practical advice which later proved beneficial.

We had an idea of the route we wanted to take, but it was so vague (being essentially only in a western direction to the north) that it broke down into about half-a-dozen specific routes. This was resolved by writing a number of oil companies for recommended routings, giving each company a different route idea. In addition, as a member of the AAA (Automobile Association of America), I hit that organization for two separate proposed routings. Later, our trip proved to be a combination of several of these routings. Even then we did some improv-

ing, but that is one of the outstanding benefits of camping—the flexibility that permits you to improvise—you don't have to worry about paying for another night's lodging, or making reservations.

All of the oil companies responded most generously. One of them recommended a book, "Campground Guide for Tent & Trailer Tourists," published by Campgrounds Unlimited, Blue Rapids, Kansas. It costs only one dollar. I regard it as the most soundly invested dollar of the entire trip. This publication is detailed and comprehensive, and we could not have had such an easy time of it without its lucid information.

**TURN PAGE**

by John and Sue Crown



Children, like adults, enjoy the camping facilities of Michigan's Wilson State Park



◀ Camping on Oak Lake shore, Manitoba, Canada, proved a real outdoor venture



## CAMP-OUT (cont.)

Another oil company listed the department or office in each state from whence detailed information regarding camping in that state could be obtained without charge. Once we had a route fairly firmed, I wrote a number of these (plus certain Canadian provinces which it seemed possible that we would visit) and requested further information. All replied promptly and in detail. We only wish that time and money had permitted us to utilize every bit of information we received.

One further source was tapped. We wrote the Government Printing Office and obtained pamphlets and brochures on National Parks and National Forests which I thought we might visit.

All of this material, added and combined, produced the most comprehensive account of where to go and how to get there that any prospective camper could wish.

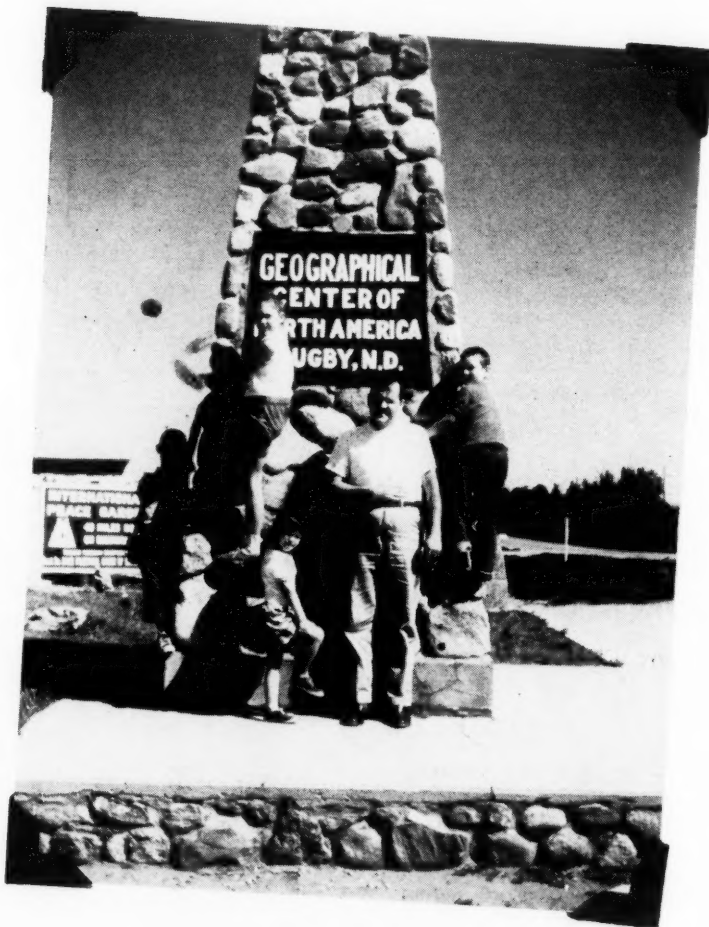
Then there was the matter of camping gear. After lengthy discussion with campers and much studying of tents and prices, we decided on a 9x9 umbrella tent, which proved to be highly satisfactory even if it was crowded. But an umbrella tent, regardless of size, is recommended for the ease and rapidity with which one person can put it up, and take it down.

We had planned to purchase a gasoline stove and gasoline lantern, but were dissuaded by experienced campers. They recommended a stove and lantern fueled by propane gas which was carried in small and convenient metal cylinders—and which could be bought virtually anywhere in the United States and Canada. Part of our cooking problem was solved by using a campfire whenever this was permitted.

We took along sleeping bags and air mattresses, one for each person. We were fortunate enough to be able to borrow these, but we had to return them after the trip. They are high on our priority list for purchase when we get "extra" money. Sleeping bags are recommended for camping in the northern United States and in Canada. Although the days are hot, the nights are cold. An air mattress is superior insulation and is more convenient to carry than a cot—lighter, too, and it allows more tent room than a cot does. The only problem here is inflating the mattress. This can be solved easily by the use of a pump.

Camping friends advised us to get all our gear together and go out for a night or two in the Quantico area before actually shoving off on our trip. In this way we would be able to go through a dress rehearsal and determine what

John and the children posed while Sue took a picture at the geographical marker, Rugby, N.D.



we'd forgotten. At the same time we could check ourselves on any errors in judgment. Unfortunately, our time schedule prevented our doing this and we were in central Michigan when we faced our first night for camping. (The first two nights away from Quantico we had spent with friends and relations.) It took several nights of experiment before we worked out a suitable arrangement for six people, but we managed it.

Earlier, it was pointed out that in camping you have increased flexibility. Let me give an example. We were driving in the Canadian Rockies from Banff to Jasper, which we had visualized as a one-day drive. Naturally we stopped at Lake Louise and admired the scenery. Near Lake Louise by sheer accident we stumbled upon Moraine

Lake. We were so impressed with its beauty that we wanted to take the time to get a real look. This was easy. There were campgrounds right alongside the lake. All we had to do was decide to stay, and then put up the tent. No reservations were involved; no figuring up the probable expense. The only problem we had to consider was whether we could afford an "extra" day. It was easily worth it.

Naturally, there are some problems in camping, and different families meet them in different ways. On the whole, the camping sites we found were extremely nice, but the washing facilities—for both humans and clothing—varied. As a result, from time to time we resorted to the use of a motel. Our entire trip consumed 28 nights. Of



Yellowstone National Park provided many pleasant hours for the Crowns

Junior members of the Crown family marveled at Lunch River Falls, Mont.



those, we spent only six nights in motels. The first time we stopped at a motel there was no campground conveniently located, but there were sights to be seen nearby. Furthermore, it had been several days since we had enjoyed a bath. Another time, one of the children was ill, and we thought a motel a good idea because of an oncoming storm. And still another time we had been caught in a real gully-washer of a rainstorm and our sleeping bags were soaking wet.

Laundromats are to be found in communities of all sizes in the United States and Canada. And we had little trouble getting our laundry done. The only problem is that you must plan your laundry operations in advance, and either stop cold in a town in the middle of the day and get it done, or stop for the night near listed laundry facilities.

What does a trip such as this one cost? Expenses will vary according to the size, tastes and habits of a family. For our (continued on page 67)



Three of the children proved that there's nothing like the sand, surf and a warm day to make any trip pleasurable



Three members of the Memphis Reserve unit retired to the line shack after a final plane check

Part of a plane captain's duties is to remove the safety pins and help strap the pilot in his craft



Some of the members of the Air Reserve unit travel 300 miles to attend their drills

# MEMPHIS RESERVISTS

by ASSgt Thurlow D. Ellis

Photos by

SSgt Russell W. Savatt, Jr.

**G**REETINGS, laughter and tall tales of the Reservists arriving for their monthly training session were abruptly halted and worried glances passed from man to man as three deep blasts of the crash horn resounded throughout the buildings lining the runway at the Naval Air Station, Memphis, Tenn.

Without hesitation, each man hurried to a door or window, to peer out into the bright sunlight and search for the landing aircraft which had radioed ahead an emergency to the tower.

Crash trucks and heavy equipment raced down the runways like horses leaving the starting gate, in anticipation of the plane's possible danger.

When the plane appeared, each man offered a silent prayer. . . A perfect landing was executed and the plane taxied past the buildings to its berthing place on the flight line. The onlookers exhaled with relief—everything was O.K.

Although the aircraft didn't belong to the Marine Air Reserve Training Detachment, Memphis, its successful

emergency landing points out the close relationship felt between pilots, ground crews and office personnel attached to aviation, regardless of the branch.

Commanded by Lieutenant Colonel J. W. Hubbard, the detachment consists of four officers and 57 enlisted men. LtCol Hubbard is assisted by Major E. D. Dreifus, executive officer, Captain R. D. Leipold, operations and training officer, and First Lieutenant R. D. Kelly, adjutant.

Sergeant Major J. E. Steedley, a veteran of more than 20 years Marine





Reservist mechanics labored long hours in the unit hangars to prepare aircraft for flying. Both planes

and hangars are shared by the Memphis Naval and Marine Reservists to minimize the operation costs

Corps service, is assisted in his administrative billet by AMSgt W. H. Vermeer, administrative chief.

As the supporting establishment for the attached Organized Marine Corps Air Reserve Units, consisting of Marine Air Reserve Group (MARG)-16, Marine Fighter Squadron (VMF)-124, Marine Fighter Squadron (VMF)-221, and Volunteer Training Unit (VTU) (Aviation)-12, the detachment's mission is to coordinate and supervise the training of its primary attached units.

On May 31, 1951, 54 percent of the

officers, and 32 percent of the enlisted personnel serving with Marine Aviation in Korea, were Reservists. This fact tends to prove that the high degree of training the men received while in the Reserve units achieved its intended goal—to train a ready fighting force at less expense than it would require to train an active duty unit. Many taxpayer dollars were saved in this operation, and yet, when called upon, the Reservists proved to be a ready force.

In view of this, the Honorable Claude I. Bakewell (Missouri), when reviewing

the economic factor brought before the House of Representatives, stated, "... the cost of maintaining a trained, ready Reserve Naval and Marine Corps combat squadron is approximately one-sixth of what the cost would be if all of them were on active duty."

The Marine Air Reserve was organized in 1927, and by 1940, there were 10 Reserve squadrons, manned by about 250 pilots and 1000 enlisted men. In December, 1940, mobilization of the squadrons occurred, and during World War II, Marine Aviation expanded into

TURN PAGE

## MEMPHIS (cont.)

a fighting force of more than 900 pilots and 50,000 enlisted personnel.

On January 1, 1946, the Secretary of the Navy established the Marine Air Reserve Training Command, Naval Air Station, Glenview, Ill. Also at this time, a billet called for a major general to serve as Commander of the MARTC. It is the commander's mission to oversee the administration and to coordinate and supervise the training of all Marine Air Reserve Units. In addition, he is under the direct military command of the Commandant of the Marine Corps, and receives logistic support from the Chief, Naval Air Reserve Training.

Today, the MARTC consists of 17 training detachments who train and support 20 Air Reserve Fighter Squadrons, 17 Helicopter Squadrons, 12 Air Control (Radar) Squadrons and 18 Air Reserve Groups, located at 17 Naval Air Stations throughout the United States.

The four Air units under LtCol Hubbard's command meet one weekend each month, and participate in a 15-day training period during the Summer. Personnel of the four units are composed of men who have served with all branches of the Armed Forces, but the majority are former Marines of World War II and Korea, and young men between the ages of 17 and 26 who have not had previous service.

One of the interesting features of the



AGySgt L. Neely, VMF-221 line chief, and Major H. D. McQuillan, CO (right), reviewed aircraft maintenance forms with a VMF pilot

MARTD, Memphis, is the harmonious relationship existing between the Navy and Marine Corps Reserve units. These two organizations share the use of the station aircraft, technical training facilities, aircraft maintenance facilities and personal services.

In 1946, a dispatch was received at Memphis which read, "By authority

MARCORPS letter serial MC-742288 dated 29 March 1946 Marine Air Detachment NAVAIRSTA Memphis Tennessee is hereby activated as of 15 April 1946." This was the "green light" for the unit to begin operations.

VMF-124 was commissioned on September 7, 1942, at Camp Kearney, Calif., using pilots of dispersed VMF-



GySgt Leonard A. McBride, MARTD recruiter, explains the pros and cons to three young hopefuls

of the Memphis area. McBride is the first full-time active duty recruiter assigned to the detachment

122. It was the first squadron to be equipped with the F4U Corsair.

After its outstanding World War II air record, (11-1 kill-loss ratio) 124 was ordered to Espiritu Santo, on September 7, 1943, where the unit was disbanded. On October 12, 1943, however, it was reorganized at Mojave, Calif., and again ordered overseas. On March 24, 1945, the squadron returned to the United States, and on July 1, 1945, it was reactivated at NAS, Memphis, as an Organized Marine Corps Reserve Unit.

Reassignment in January, 1952, found the unit transferring to the Marine Corps Air Station, Cherry Point, N. C., where the personnel of the unit were reassigned to various units for duty in Korea—124 was left at Memphis in name only. In February, 1952, new pilots, officers and enlisted personnel started rebuilding the Memphis unit.

VMF-221 was commissioned on July 11, 1941, and was assigned aboard the *USS Saratoga* on December 8, 1941.

During World War II, the squadron scored the second largest number of confirmed aerial kills, and for this, the unit won two Presidential Unit Citations and a Navy Unit Citation.

VMF-221's pilots have also won one Medal of Honor and 15 Navy Cross medals for their action in combat.

Marine Air Reserve Group-16, a comparatively new unit, was commissioned on March 22, 1957, at Memphis.

Today's Memphis Marine Reservists (VMF-124 and 221) fly the FJ-4 "Fury" jet, and the TV-2 "Shooting Star." MARG-16 flies the SNB "Beach Craft."

The MARTD trains the pilots and enlisted personnel of the attached units in a manner similar to the way in which Fleet Marine Force personnel are trained.

During the two-day training period each month, the pilots maintain their proficiency by flying, and ground crews maintain the planes as their primary routine.

Currently under way is a transition from the F9F-6 aircraft to the FJ-4.

Summer training permits pilots to take proficiency training or participate in a transition phase for periods of five, 10 or 15 days. Most transitions are accomplished in five- and 10-day periods.

Other training for the pilots consists of ground control intercepts, use of Sidewinder missiles, navigation hops (both round-robin and cross-country), aerial refueling, combat air patrols and strip alerts. This training serves as a back-up for the Continental Air Defense Command.

Each week enlisted personnel are exposed to two hours of GMST training, in addition to their routine duties.

**TURN PAGE**



1stLt Edward L. Gladish (right), described his trip from Cisne, Ill., to Maj H. D. McQuillan. He travels more than 300 miles one way



1stLt Taylor Abernathy (left) and Maj R. C. Thomas, got a briefing on weather conditions around Memphis before taking off on a flight



PFCs David D. A. Malloy (left) and Arthur S. Sartain, intelligence personnel, studied photos before preparing them for a massive mosaic



## MEMPHIS (cont.)

LtCol Hubbard assumed command of the MARTD on January 20, 1959. He is the holder of 30 medals and awards, which include the Silver Star, Distinguished Flying Cross, Air Medal with three stars, Purple Heart and Commendation Ribbon.

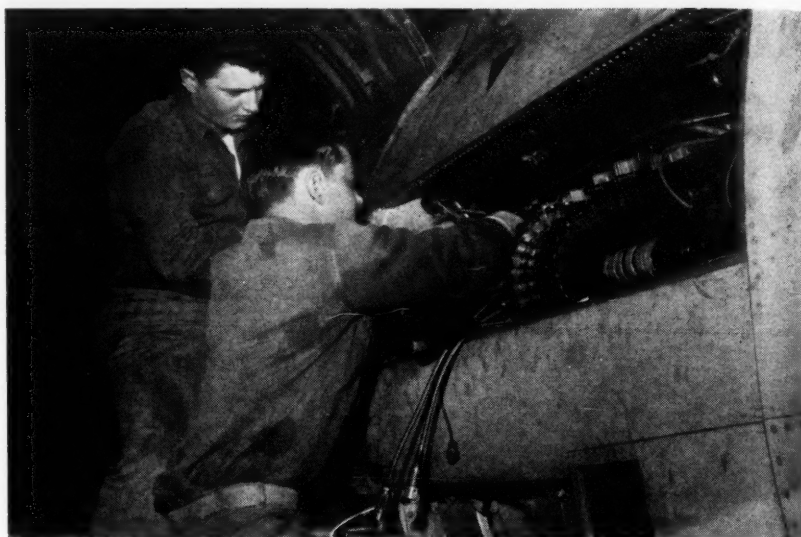
Commissioned from a sergeant in 1943, he participated, as a platoon leader with the 2d Raider Battalion, in such campaigns as Empress Augusta Bay Beachhead, Bougainville, Emirau, Guam and Okinawa. He received his wings on August 8, 1947.

Major H. D. McQuillan, commanding officer, VMF-221, is assisted in his command by Major R. S. Breymaier, executive officer, Major R. G. Thomas, operations officer, and Major W. G. Morse, safety officer.

Many of the personnel of VMF-221 are required to travel great distances to participate in training.

First Lieutenant Edward L. Gladish, a mathematics teacher at Cisne High School, Cisne, Ill., travels about 300 miles to attend drill. When the unit was stationed at Columbus, Ohio, he had about a 450-mile drive, but, when available, he would fly a commercial plane to drill.

AGySgt Eugene E. Morlock, Wadesville, Ind., has 322 miles to travel. He has a total of five and one-half years perfect attendance, but his time is broken by a period of Class III Reserve time.



PFCs Jimmie L. Scallions (left), and Ralph O. Scallions (cousins), installed 20-mm. cannons in the nose section of FJ-4s during training

Morlock operates a 560-acre farm, 230 acres of which are rented, and runs a dairy trade with his brother.

One of the more colorful figures on the flight line is Major W. G. Morse, an experimental test pilot for North American Aviation. He joined the company in 1956, and is responsible for the test and development of new aircraft—both reciprocating engine and jets.

Maj Morse has done much in the field of low altitude ejection seats in the T2J "Buckeye," and accomplished

a complete spin demonstration program in the aircraft.

Activity at MARTD, Memphis, begins on Friday evenings when the pilots and ground crew arrive. The unit runs various pick-up hops to St. Louis, Mo., Little Rock, Ark., Nashville, Tenn., and Birmingham, Ala., to fly Reservists to drill.

Early Saturday morning, a personnel inspection is held before the members disperse to their working areas.

AMSgt R. W. Lowery, maintenance



ASSgt Joseph T. Baldwin, ordnance instructor, held a class on MK9, feed mechanism, of 20-mm.

cannons. After the class, all of the Reservists tried their hand at reassembling the complicated weapon



◀ ASgt George Machel directed Capt John I. Hudson, pilot, onto the taxiing ramp to await take-off instructions from the tower

Some of the busiest persons at the NAS, Memphis, are the tower operators, who coordinate take-off and landing operations

chief, opens shop for the young men who will be training under his supervision. He conducts an instruction period before assigning the personnel to specific duties.

GySgt C. H. McLaughlin, intelligence chief, is responsible for coordinating the training of two young Reservists in all matters pertaining to his specific field. He is assisted by AMSgt Omar L. Greeman, intelligence chief, and a Public Health Educator with the Kentucky State Health Department.

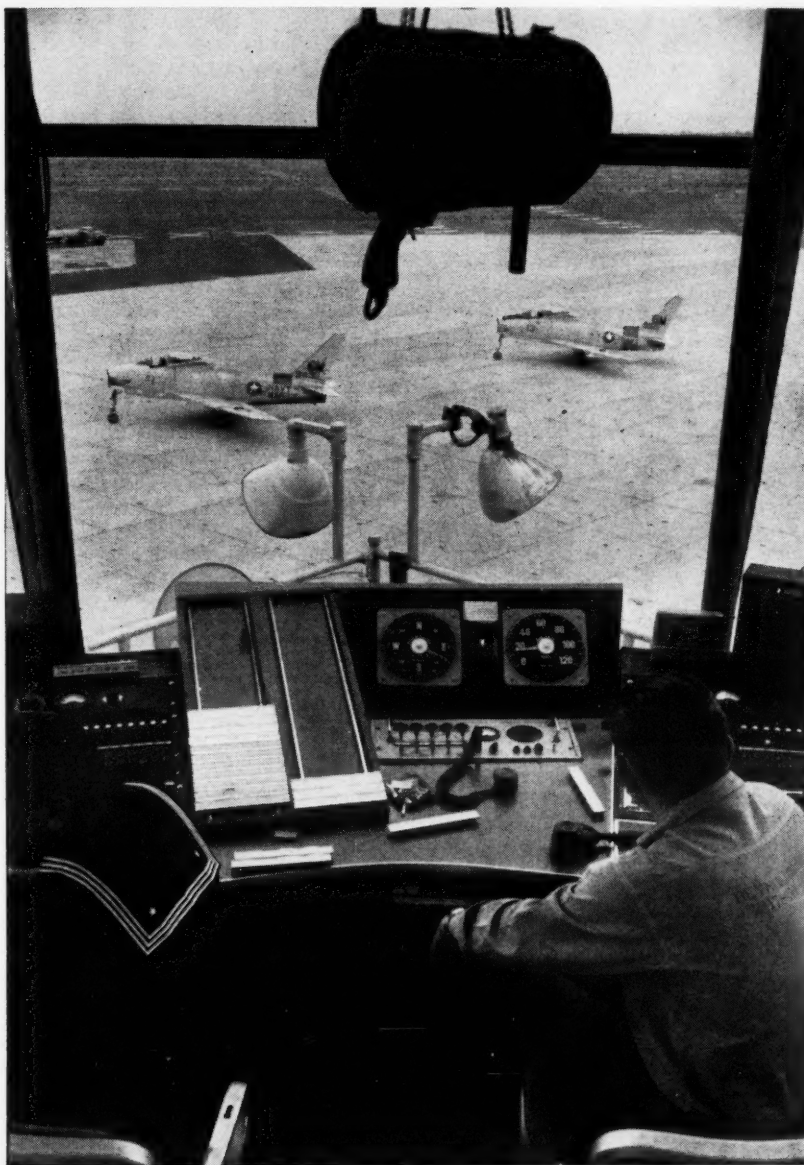
GySgt O. B. Talbert, operations chief, assists Capt Leipold and is responsible for maintaining ready information for pilots, flight programs and flight rosters.

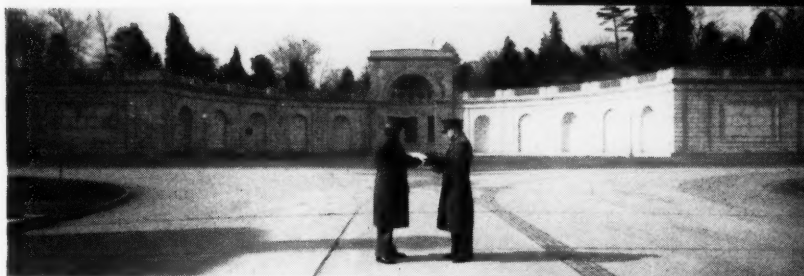
AGySgt J. G. Chrestman, supply chief, is responsible for training and coordinating all supply functions between the detachment and unit members, in addition to teaching fundamentals and procedures to new personnel.

Ground crews are soon flooded with business as the pilots take off on their required hops.

One of the newest personnel additions to the Reserve Detachment has been GySgt Leonard A. McBride, a recruiter who joined on a full-time basis. McBride, basically an aviation electronics operator, was sent to Recruiters School, Parris Island, S. C., and in August, 1959, he reported to the unit as its first full-time recruiter.

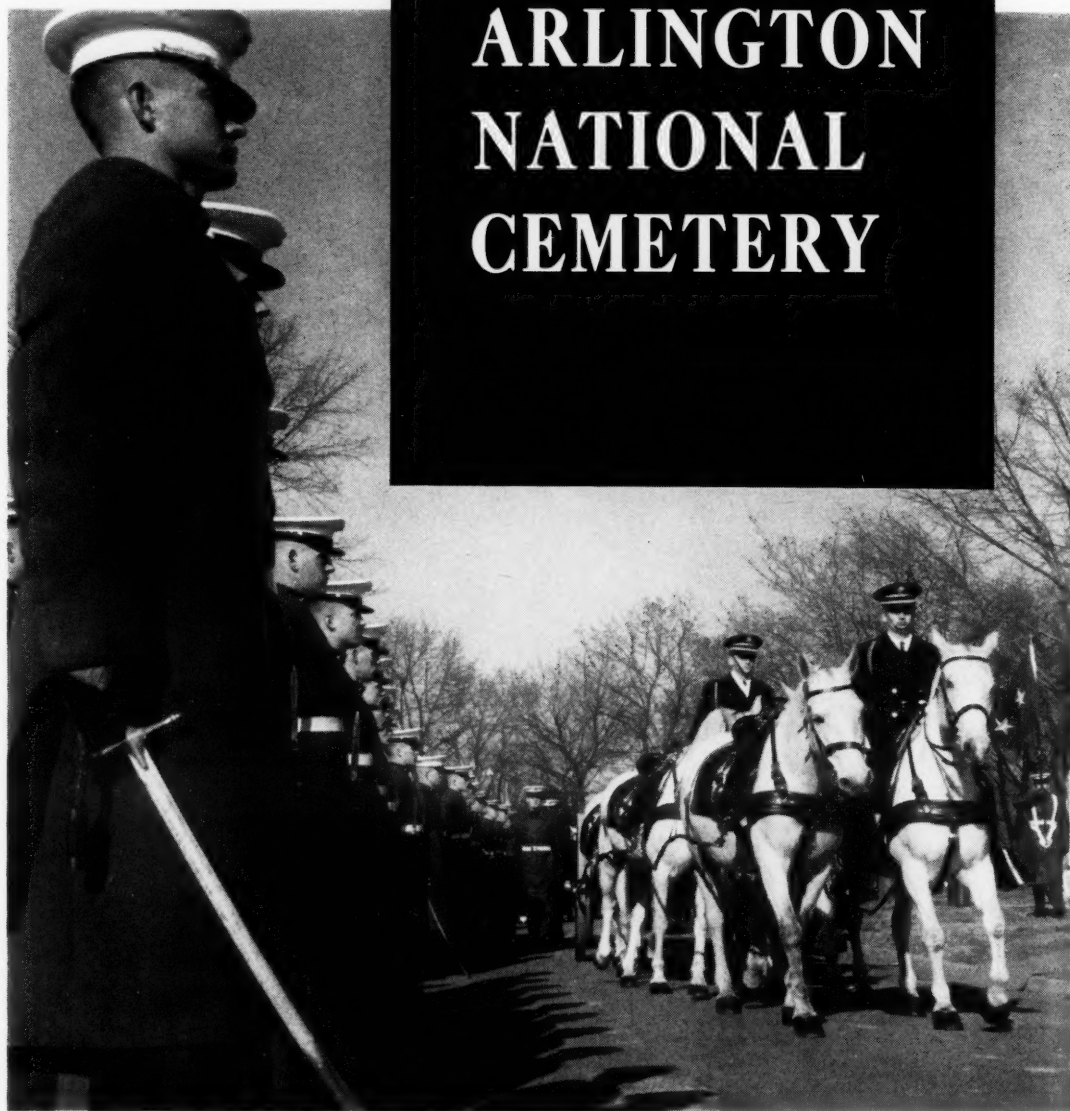
McBride is primarily concerned with recruiting new Reservists, former servicemen, and men with a six-month obligation. He covers about a 150-mile radius in his procurement efforts. In keeping with the high standards maintained at MARTD, Memphis, GySgt McBride insists upon recruiting only the best. **END**





AMSGt William Morris (L) and Captain James Hogsett conferred at Arlington's gate. They are with Casualty Section

# ARLINGTON NATIONAL CEMETERY



Flanked by ceremonial troops from 8th and Eye, a caisson and its pallbearer-escorts followed one of Arlington's winding lanes



by AGySgt Mel Jones

Photos by

AGySgt E. L. Jarrard

**O**N THE night of April 19th, 1861, a man paced an upstairs wing of Arlington Mansion while his family and friends waited below, listening to the hesitant strides. They could neither advise nor comfort him. It was a night for decision and there were too many personal loyalties involved.

He was against secession. Yet the people of his state were seceding from the Union.

The man didn't like slavery. But he believed in other Southern principles.

He'd had a brilliant military career and had just been tendered command of the Army of the Potomac, an offer equal in scope to a mayor suddenly being elevated to the presidency.

He was fiercely loyal to the state of Virginia but he felt an almost equal dedication to the U. S. Army. And on that April evening, he had to choose between the two.

His decision made history. Colonel Robert E. Lee returned downstairs and took his wife's hand: "Well, Mary," he said, "I'm resigning my commission."

Those words had two effects, one direct and the other resultant.

Directly, he took command of Confederate armies, piloting them for the next four years in a war demonstrating the violence of young America's growing pains.

As a result of his decision, his family residence, Arlington Estate, was to become Arlington National Cemetery.

The evolution from estate to national cemetery was neither immediate nor, at the time, momentous. It was born of two factors: public furor and appropriation.

Shortly after the Lees moved to Richmond (a month after the colonel's decision), Federal troops commandeered the estate. A hospital, a training camp and defense forts were established. The mansion itself became command headquarters.

Three years later, the two factors triggered the first burials. The public was demanding proper interment for those killed in battles not too far distant. And the estate was formally confiscated for non-payment of taxes. Because it was now considered official government property, and because it already had a hospital with dying patients, and was conveniently located, 210 acres of Arlington were set aside by the Secretary of War for burials.

It was, at first, merely a Union cemetery. It expanded into national status after the Civil War. Confederate soldiers were buried there and a monument was erected in their memory.

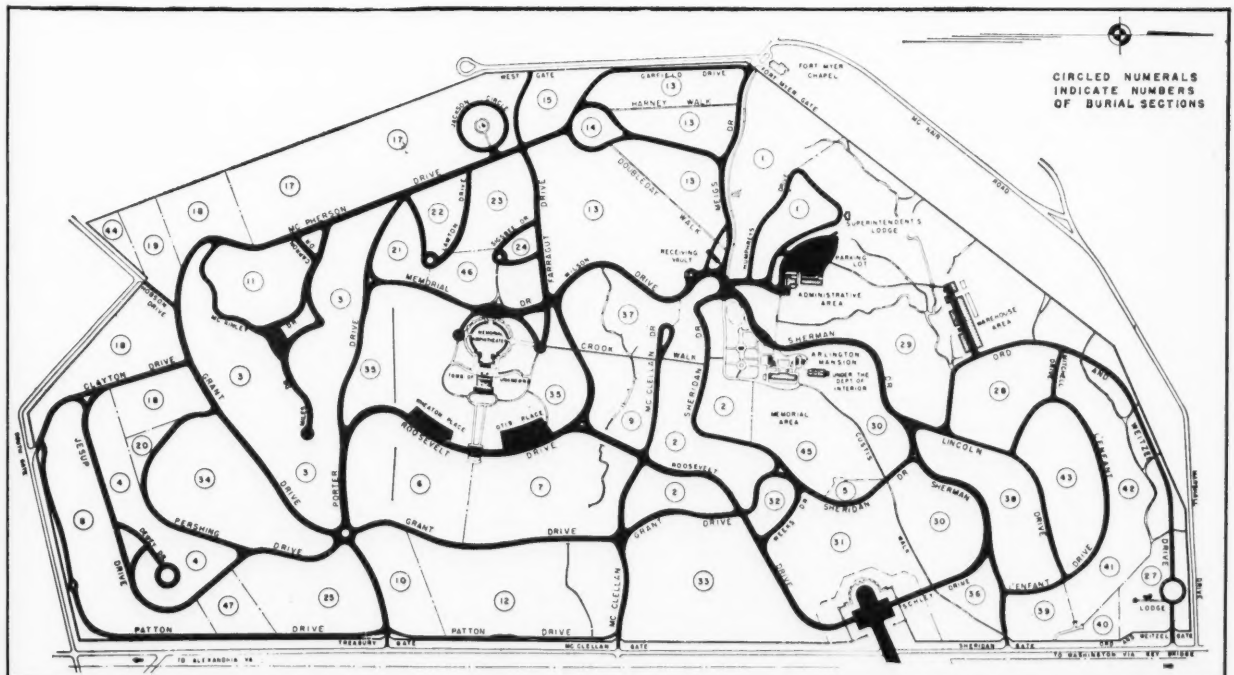
Then, the dead of past wars were disinterred from Washington cemeteries and reburied at Arlington. Among them was Pierre L'Enfant, a soldier on George Washington's staff and the man who designed the original plans for the layout of the District of Columbia. L'Enfant is buried, appropriately enough, directly in front of the mansion's portico. His grave overlooks the city he planned.

Arlington Mansion, where Lee lived for many years, and where six of his seven children were born, never belonged to Robert E. Lee. It was owned by the Custis family, progeny of George Washington. Lee married Mary Ann Randolph Custis, the only child of Washington's foster son. The estate was willed to her and, later, to the Lees' eldest son, George Washington Custis Lee.

It was the latter who, in 1883, petitioned to have the property returned to the family. The case reached the Supreme Court, which ruled in Lee's favor. Because so much of the land was already committed to burial, Lee consented to accept \$150,000 from the government in return for a clear property title.

Today the mansion is open to the public. Some rooms have been restored, others refurnished. Many of the Washington and Lee family relics remain in their original places. In all, the romance of the mansion era has been

**TURN PAGE**



Map of Arlington Cemetery designates the burial plots, Tomb of the Unknown Soldier (left center),

the Lee-Custis Mansion (right center) and the main entrance (lower right) flanked by four other gates



Fort Myer honor company troops change the guard at the Tomb of the Unknown Soldier. A lone sentry paces the mat for an hour's tour

#### ARLINGTON (cont.)

preserved. The rolling wooded grounds have also been retained in their natural elegance. Sentinel lines of white markers only add dignity to the estate. There are more than 100,000 of these markers in Arlington at present. And the rate is increasing by 18 burials a day.

The cemetery is still under Army jurisdiction, controlled by the Quartermaster General's office. Arlington is one of 73 national cemeteries located on American soil. They are called "national cemeteries," according to the Army, because they are still in operation; not closed for burials as are service grounds administered by the Department of Interior or the American Battle Monuments Commission.

The Interior Department is responsible for 13 cemeteries located on American battlefields, such as Gettysburg and Vicksburg. The Monuments Commission maintains 22 cemeteries, all of them outside the United States and each a tribute to men who died in battle.

Of the Army's 73 burial spots, Arlington is considered the largest and, without doubt, the best known. More than two million visitors pass through the memorial gate annually. What they see could invoke a page of adjectives; inspiring, moving, interesting, etc. Chroniclers find the history of America engraved in granite. Career military men generally feel that communion peculiar to warriors. Everyone is impressed with the contrast of nature's ruggedness and man's symmetry.

Around the buildings of the original estate are 420 acres woven with 10 miles of paving and dotted with some

18,000 shrubs and trees. There are 45 burial sections, many containing memorials to a specific group or war. The Confederate memorial, for example, is a tribute to those who "sacrificed all, dared all and died." It overlooks 529 Confederate grave sites.

Not far away is the original mast of the battleship *Maine* shadowing the graves of 229 Marines and Sailors killed when the ship was blown up in Cuba.

There are numerous other such memorials. All are title pages in our anthology of history. One of them, however, is significant enough to be considered the book's cover. The Tomb of the Unknown Soldier has become symbolic of American fighting men. It is a solid, 50-ton block of marble mined in Colorado and carved in Vermont. It lies over the body of one man and the hearts of 180 million Americans.

The original Tomb was enshrined on Armistice Day, 1921, when the body of an unknown who died in World War I was interred. On Memorial Day, 1958, two unknown servicemen, representing World War II and Korea, were laid to rest flanking the original Tomb. Their graves are marked with simple white slabs inscribed with the years of the wars in which they died.

Guarding the Tomb are men of the "Old Guard" Third Infantry, U. S. Army. The group's guard roster at nearby Fort Myer is probably unique in military annals. It has a waiting list of volunteers!

The Honor Company men are indi-



LCpl W. C. Carey paid his respects at the grave of John Basilone, a famous Marine who won the Medal of Honor during World War II



Sup't. John Metzler descended the stairway used by Robert E. Lee in 1861 when he announced he would serve with the South

vidually selected. After a man has volunteered for the Tomb Guard, he is carefully observed at all company ceremonies for the next three or four months. If he passes the continuous scrutiny, he's elevated to the next level. For the next four months he's assigned sentry duty at the Army Chief of Staff's Quarters, where he is judged with every breath he inhales.

Passing this visual testing, the man is assigned to the Tomb Guard and will remain from six to 12 months—if he keeps an unblemished military and civil record. One traffic ticket, however, is basis for dismissal.

The guard of honor strides the narrow mat behind the Tomb for an hour at a time. If a visitor blocks his path he comes to a halt and slaps his M-1 to port arms. If this fails to move the observer, the guard may request access. It is the only time he's allowed to speak.

Also, as he paces back and forth, he must execute the necessary manual of arms to keep the rifle on the shoulder away from the Tomb.

A few paces from the guard is the trophy room and amphitheater. In the trophy room are the decorations and awards bestowed on the unknown soldier by many countries and hundreds of American organizations. Plaques are still accepted provided they meet the

specifications of the Quartermaster General.

The marble open-air amphitheater is the scene of special services on Easter Sunday, Memorial and Veterans' days, often with the President in attendance.

The Tomb, memorials and miles of regimented markers are there for the daily visitors to see, but what they can't visualize is the vast operation of Arlington.

John C. Metzler, whose manner is as polished as his desk, is Arlington's supervisor. His 13 years of cemetery management have qualified him for the complex job. He had, when it was necessary, the force to completely mechanize the operations staff. And he has the compassion to honestly feel that each burial is "the only one of the day" when, in actuality, there is an average of 18 burials a day.

Mr. Metzler is assisted by a staff of 166 civilians and four Army men. Of the soldiers, one is a supply sergeant, one a surveyor-engineer and two handle burial registration during non-operating hours.

The civilian personnel are departmentalized. The majority are outside workers. Twenty-seven men are assigned as the interment crew. They keep 60 sites open at all times; one of the reasons why, if necessary, a burial can take place within two hours of notification.

Another 17 men are carded for equipment and building maintenance. The mansion, Tomb and other edifices are their responsibility—as well as more than 200 pieces of powered equipment.

The largest group, totaling 108 men, has the job of grounds maintenance. And, at Arlington, grounds-keeping is akin to dike-building in Holland. It's a never-ending task.

The rolling terrain combined with a large number of trees—none of which can be removed unless diseased—present a staggering workload. As an example, 10,000 man-hours are expended each year for the sole purpose of removing leaves!

The grounds crew also sees that each grave is kept in perfect order. A grave is checked a month after interment and again four months later to insure its appearance. After that, the plot receives regular maintenance checks. Shrubbery planted by the next of kin is included in the maintenance.

Once a year, on Memorial Day, the crew places an American flag on each of the 100,000 graves.

The cemetery's physical appearance is the rim of Superintendent Metzler's wheel of responsibility. The hub is proper burial of those wanting to rest at Arlington.

It is a task calling for two qualities which are quite often conflicting: com-

passion for human suffering and analytical attention to details. The Superintendent has these qualities.

It would seem that the details of burial would follow a set pattern. Any job, the layman figures, would settle into a routine with repetition. But this cannot be so at Arlington. Why? Because the desires of the next of kin are paramount. And, understandably, the next of kin is confused and grief-stricken.

Because, also, there are other units, beside the cemetery, involved. The service the man was attached to is one of the units. The Marine Corps, for example, assigns the men needed for a military burial of a deceased Marine. Fort Myer is another unit required for every burial. The Army post's chapel is used for religious services and, if caisson and caparison horse are required, they are detailed from Fort Myer.

What could happen if a supervisor's mind didn't click like an adding machine? If, say, he forgot to make one phone call somewhere along the line? Delay of the burial would be the minimum result; adding anguish to grief would be the maximum.

It has never happened at Arlington.

The compassion and understanding of distress must be inter-twined with the attention to detail. It is why the Arlington staff feels that each burial is the only one of the day.

Mr. Metzler and his staff operate a multiple organization. It is a cemetery. It is a shrine dedicated to American servicemen. It is a tourist attraction.

Questions by the trunkload are received and answered.

When is the cemetery open?

The gates are open from 7:30 a.m. to 5 p.m. from October through March; 7:30 a.m. to 7 p.m. the rest of the year.

Is the Tomb of the Unknown Soldier guarded at night?

Yes. A sentry paces the mat every hour of every day. During daytime, the shifts are one hour on duty, three off. At night the time is doubled; two hours on guard, six off.

Can one place cut flowers or plant shrubbery on a grave?

Yes—and perhaps. Permission to grow plants or shrubbery on any grave must be obtained from the Quartermaster General. Cut flowers, wreaths or floral emblems may be placed on graves at any time, provided they do not touch the headstones.

Why is it that some parts of the cemetery abound in personal headstones while other sections contain only government markers?

A recent public law stated that all future grave sites would be uniformly marked. All headstones will be of American (continued on page 75)



# We-the Marines

Edited by  
AGySgt Mel Jones



Pilots of VMA-121, led by LtCol Thomas Saxon, Jr., found that formation driving is nearly as easy

as flying their A4D "Skyhawks". All the squadron officers have purchased wheels of various sorts

*Official USMC Photo*

## I Remember . . .

Lieutenant General Thomas A. Wornham, CG, FMFPac, placed a Fifth Division insignia on the battlefield's flagpole. Then he spoke to the other Marines, men who had fought the same battle:

"We landed right over there by those two rocks. The terraces were much

higher then. I crawled on my hands and knees right there by that small hill."

The other men recalled their part of the fight.

Colonel John Antonelli, then a battalion commander said, "I cannot look at this . . . without thinking of my Marines who died in order to capture it. I can see where they fell."

Colonel Donn J. Robertson, another battalion commander pointed out, "This new vegetation would have given our boys much needed cover then . . . I am thankful to be alive."

Major William F. Gately, Jr., then a platoon sergeant, recalled "That ravine over there . . . every time the Marines would take cover in that hole the enemy would lob their artillery in."

After a final look around, the party climbed into cars and rode down the road that now bisects Mt. Suribachi.

ISO, 3dMarDiv

## Oops!

Because they wanted a mascot for the 7th Engineer Bn., the two Marines patiently waded through red tape and dotingly constructed quarters for their pet . . . only to suffer acute embarrassment in the end.

While hunting a few months ago, ASgt W. E. McLellan and Cpl B. D. Pritchell captured a four-month-old mountain lion. She would be great, they thought, as a battalion mascot.

They named her Cleo.

Then came the clearances; from the state, the animal societies, the provost marshal and, finally, the battalion commander.

With this accomplished, the Marines rushed Cleo to a vet for rabies and distemper shots . . . That's when they got the embarrassing news.

Cleo was a Leo!

ISO, 1stMarDiv

## Big Yen

For SSgt James L. Bailey, a radar repairman with the First Marine Aircraft Wing in Japan, it was a routine six-year reenlistment. A Marine since 1943, he was used to the paperwork and the swearing-in. But his re-upping bonus came as a surprise.

He received 727,280 yen!

ISO, 1stMAW

## Recruit Revisions

Two recent recruit training policy changes will affect all new enlistees, male or female.

Parris Island has announced that all future Women Marine trainees will attend the four-week GOP (General Office Procedure) course following completion of recruit training.

In the past, Women Marines selected for technical air training at Memphis, Tenn., did not immediately attend the administrative course.

Basically, the male change is the same. All future recruit graduates will undergo individual combat training. Aviation enlistees, who have been assigned air school after boot camp, will now first attend the month-long infantry training at either Camps Lejeune or Pendleton.

ISO, MCRDep, Parris Island  
DivInfo, HQMC  
**TURN PAGE**



Official USMC Photo

Cleo, a mountain lion captured by ASgt W. E. McLellan and Cpl B. D. Pritchell, was adopted by the 7th Engineers at Camp Pendleton



Official USMC Photo

A Marine gun crew checked out the 155-mm. XM-70 during tests at Quantico. It is the country's first automatic field artillery weapon

### Unscheduled Serenade

The Drum and Bugle Corps, FMF, Pacific, had just finished a performance at San Narcisco, Republic of the Philippines. The musicians boarded a bus for Subic Bay.

Suddenly, more than 400 children were crowding around the bus, disappointment lengthening their upturned faces.

A teacher explained to the puzzled Marines. The children were from a distant school and had arrived too late to see the show.

Following a suggestion from drum major SSgt Bill Cos, the drummers and buglers filed out of the bus for a repeat performance.

ISO, FMFPac

### Symbolism?

A rumor is beginning to worry some of the married Marines who are assigned to the Station Operations and Engineering Squadron at Cherry Point.

Over the past year, four men who either pilot or work on the squadron's twin-engined aircraft have become the fathers of twins.

The rumor?

The unit is about to switch to four-engined aircraft.

ISO  
MCAS, Cherry Point



Official USMC Photo

Snow-bathing appeared natural to Finish-born PFC Urpe Vartianen. PFC C. F. Salas thought otherwise. Both are with the First Division



Official USMC Photo

Marjorie Baker held photos of blood donors who came to her aid during a critical heart operation. Marines are from the 4th MCR&RD

### School Posts Filled

Two Marine Corps officers have been named to fill top-ranking job vacancies at the Citadel and Virginia Military Institute.

Brigadier General George R. E. Shell, present CG of the recruit depot at Parris Island, has been selected as superintendent of the 120-year old VMI. The general has requested retirement effective July 1st to accept the appointment.

Gen Shell was a student at VMI when another Marine general—John Archer Lejeune—was superintendent of the Institute.

A retired lieutenant colonel, Dennis D. Nicholson, Jr., has been named public information officer of the Citadel.

LtCol Nicholson spent 20 years in Corps combat, administrative and public relations assignments. His last position was Chief of the News and Periodicals Branch, Division of Information, HQMC.

ISO, MCRDep, Parris Island  
Public Relations Dept, Citadel



## 'Frisco Annex Closed

The Marine Corps Supply Forwarding Annex, 100 Harrison St., San Francisco, will be deactivated during the next fiscal year.

Although the Corps will retain control of the vacated facilities, the bulk of supplies will be moved to Barstow, Calif., as part of an overall plan to concentrate major West Coast supply activities at one spot.

Limited supply facilities will be retained at other Corps activities in the San Francisco area.

DivInfo, HQMC

## With Head Held High

LCpl Jay Richards can finally walk with the other Marines in the Third Division area. He has had a haircut.

Richards recently spent 76 days without a trim. He was authorized to do so in order to appear in a movie which was being produced on Okinawa.

For Richards, it was 76 days of showing his time-worn authorization to every noncom and officer who spotted his long sideburns and scraggly beard.

As soon as his part in the movie had been filmed, Richards dashed to the nearest barber shop. "I couldn't stand it any longer," he moaned.

ISO, 3dMarDiv  
TURN PAGE



Official USMC Photo

AMSgt C. Mooney, scientist J. Vette and an assistant anchored a balloon. Eleventh Marines have aided in high-altitude electronics flights



Official USMC Photo

Sgt Don Mayes received a royal hand-out from the National Date Festival Queen at Indio, Calif. The

29 Palms sergeant was surrounded by a court of eleven "date princesses" at the annual occurrence

## FEBRUARY CRAZY CAPTION WINNER

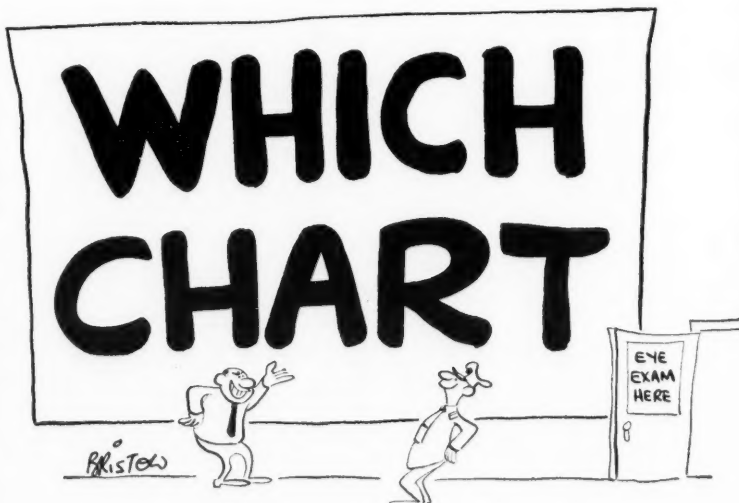


Submitted by  
Roman F. Diekemper  
5104 Weber Rd.  
St. Louis 23, Mo.

← "We sure do miss your clowning  
down at the flight line!"

Here's another chance for readers to dream up their own Crazy Captions. *Leatherneck* will pay \$25 for the craziest caption received before July 1. It's easy. Think up a crazy caption for the cartoon below, print it on the line under the cartoon and fill in your name and complete address. Tear out the cartoon and coupon and mail to *Leatherneck Magazine*, P.O. Box 1918, Washington 13, D.C.

The winning caption will be published in the August issue.



NAME .....

ADDRESS IN FULL .....

560

## WE—THE MARINES (cont.)

### The Maneuvering Corps

Several major Marine Corps commands have recently finished large-scale maneuvers.

On the East Coast, the Second Division and Second Marine Aircraft Wing climaxed a 15,000-man Atlantic Fleet exercise with a landing over Onslow Beach, Camp Lejeune, N. C.

In the Far East, the Third Division maneuvered at Taiwan, Formosa, with elements of the Nationalist Chinese armed forces.

And on the West Coast, the Fifth Marines finished an 18-day desert problem with a 150-mile march back to Camp Pendleton.

ISOs  
AmphibBase, Little Creek  
3dMarDiv  
1stMarDiv

### "Flying Brothers"

Three First Marine Aircraft Wing pilots participated in the "Flying Brothers" Asian Fighter Weapons Conference held at Clark Air Force Base in the Philippines last month.

The air meet included non-competitive gunnery sorties between pilots from Thailand, Republic of China, Japan, Republic of Korea and the Pacific Fleet, USN.

The Marines were Captains George Cannon and Jesse Greer and First Lieutenant Larry Robinson, all from Marine Aircraft Group-12.

ISO, 1stMAW

### The Miraculous M-1

Two Third Division Marines probably owe their lives to an M-1 rifle.

While on Okinawa maneuvers, PFC Raymond Boughner was driving a jeep from a company to battalion command post. PFCs Billy Moore and Ernest Cardenas were passengers.

Rounding a turn, the jeep suddenly lurched and overturned into a ditch. PFC Cardenas was thrown clear instantly.

The M-1, resting beside the driver's leg, flipped into the air and dug itself into the ground in an upright position.

PFCs Boughner and Moore were trapped inside the vehicle as it flipped over. Then the near miracle occurred.

The left side of the jeep came to rest on the upright rifle, two feet above the Marines!

They crawled out from under the vehicle, unscathed and thankful.

ISO, 3dMarDiv  
END

## CAMP OUT

[continued from page 51]

family of six we spent the following sums:

Food (groceries and, on occasions, meals) .....	\$281.67
*Gasoline/oil/ grease.....	196.38
**Campground permits, motels	122.00
Postcards, souvenirs, etc. ....	31.35
Highway and bridge toll charges .....	14.15
Permits to enter U.S. & Canadian Parks .....	12.00
Laundromats .....	7.30

\* We towed a second car throughout the trip just to get it across country. This cut down considerably on our gas mileage, making this expense higher than it would normally be for a trip of this extent.

\*\* The bulk of this, of course, represents the expense of the six nights we spent in motels. Campground permits cost about \$1.00 per night, which normally includes water, washing and toilet facilities, fireplace and firewood. Free hot showers are included in the more luxurious camps, such as those found in Michigan.

We have not gone into the cost of camping equipment here because, in effect, it represents a capital outlay. The tent, stove, lantern, utensils, etc., are still perfectly good and capable of being used for any number of other camping trips. Thus, we do not feel that they should be listed in the expenses above. The cost of such equipment will vary according to just what you want to get.

We have attempted to give advice and encouragement for those who might be considering a camping trip. As greenhorns, we enjoyed our trip, and we believe other Marine families will have the same reaction. For those who are still with us, here is some more advice:

1. Take along an ice chest and a thermos jug. A water bag for hanging outside your car would be useful.

2. Plan to buy your groceries each afternoon, covering the evening meal and breakfast and lunch for the next day.

3. Purchasing frozen foods and cooking them in foil is a big help on meal preparation.

4. If you are in bear country, either lock your food in your car or suspend it from a tree. Locking it in the car is recommended.

5. Take along a clothesline and a plastic tablecloth.

6. We purchased collapsible canvas stools for sitting around camp. We recommend collapsible chairs with arms and backs!

7. Take a hatchet or small axe.

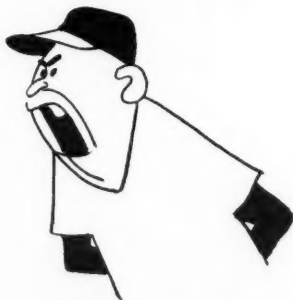
8. A luggage carrier on the roof of the car is a help.

9. No matter how lovely the scenery, children get tired of riding in a car day in and day out. We handled this by allotting a small sum of money to each child, who would then spend it on something to amuse him while riding in the car.

10. Plan your day-to-day traveling so that you stop early enough in the afternoon to conveniently set up camp during daylight hours. If you are traveling a particularly popular camping route, or if you are traveling during a popular holiday weekend, stop early enough to get a campsite. We have seen people turned away from some camps because during a big weekend they arrived too late.

This is our story. If you have any questions, write us in care of *Leatherneck* and we will try to answer them. But write early, because we are planning a camping trip during our Summer leave!

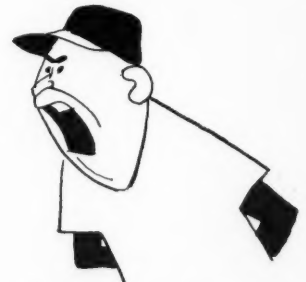
END



"Don't let that big fast ball scare ya, Harry!"



"Atta way to watch 'em, Harry. Stand up to 'em!"



"Just dustin' ya off, Harry. Don't let 'em shake ya!"



"Dig in Harry. Watch the fast one. Dig in boy. Dig in!"



"Parsons. Go in for pore ole Harry!"

Leatherneck Magazine



# Transfers



Each month *Leatherneck* publishes names of the top pay grade personnel transferred by Marine Corps Special Orders. We print as many as space permits. These columns list abbreviations of both old and new duty stations.

This feature is intended primarily to provide information whereby Marines may maintain a closer contact with this important phase of the Corps.

This listing is for information purposes only, and is NOT to be construed as orders. It is subject to HQMC modifications.

## E9

BLACK, Richard L. (9999) 1stMAW to 10thInfBn  
BOYD, Samuel B. (9999) 1stMarDiv to 1stTkbN  
DIETER JR, John E. (9999) MCB CamPen to NAS Jax  
DRISKELL, Frank H. (9999) 2dMAW to 1stMAW  
KLAR, William E. (9999) 3dMarDiv to 1stMarDiv  
LEMO, Alphonse J. (9999) 3d155mm-HowBtry to 1stMAW

## E8

ARNOLD, Harold L. (1841) HQMC to 1stMarDiv  
BARLOW, Quinton T. (0398) 3dMarDiv to MCS Quant  
BARNES, Edwin E. (0398) 10thInfBn to 1stMarDiv  
BELVIN JR, Benjamin C. (0398) FMFPac to 23dRRC  
BRASWELL JR, John S. (0398) 1stTkbN to 3dMarDiv  
HILL, Russell H. (3098) HQMC to 3dMarDiv  
HOHL, Harold J. (6661) MCAS CherPt to 1stMAW  
INGRAHAM, Robert E. (0398) FMFLant to 3dMarDiv  
KELLER, Bertram W. (3049) MCS Quant to FMFLant  
LANG, Joseph J. (0398) 2dMAW to 155mmHowBtry  
LEE JR, Horace "H" (0398) 3dMarDiv to 2dMarDiv  
LLOYD, Eli J. (6767) NAS Jax to 2dMAW  
LUTTBELL, Robert L. (0398) FMFPac to 3dMarDiv  
MAVOR, Conrad L. (3098) HQMC to MCS Quant  
MOORE, Edgar A. (0398) 23dRRC to ForTrps 29 Palms  
NICKELS, Herbert L. (0398) FMFLant to 3dMarDiv  
PATTERSON, Joseph W. (0398) 67thRRC to ForTrps 29 Palms  
REGAN, Robert C. (4131) MCB CamLej to HQMC  
SHELTON, "A" "J" (6614) 1stMAW to MCAS EIToro  
TRIPP, Raymond S. (0398) MCSC Albany to 3dMarDiv  
TURNER, Harold L. (3098) HQMC to MCSC Albany

## E7

BROWN, George D. (2336) 12thMCRD to 3dMarDiv  
BROWN, Parker N. (3537) MCB CamLej to MB WashDC  
BELFIELD, Albert H. (2639) 1stMarDiv to MCAAS Yuma  
BINKLEY, Arthur B. (1169) 1stMarDiv to 3dMAW  
BOSWELL, Ralph J. (0369) NAS Alameda to 1stMarDiv  
BUNCH, William H. (3537) MB WashDC to MCB CamLej  
CUNNINGHAM, Bernard J. (2529) Air-FMFLant to ForTrps CamLej  
CLAGG JR, Elmer G. (3051) MCAS CherPt to MCB CamLej  
COLE, William T. (0368) 2dMarDiv to 1stMarDiv

DALTON, Chester S. (0141) FMFPac to NAS Seattle  
DAVEY, John E. (7041) 1stMAW to MCAAS Beaufort  
DAVIS JR, Frank A. (3049) MCS Quant to 1st105mmHowBn  
DELOACH, William L. (5711) MCRD SD to 3dMAW  
DESROSIERS, Joseph O. (3349) 1stMarDiv to MCSC Barstow  
ELGIN, Clyde T. (0171) MCB CamPen to MCRD PI  
ELSENBAUMER, Theodore R. (1169) 1stMarDiv to 3dMAW  
FEENEY, Vincent J. (2645) MCRD SD to MCS CamPen  
FLYNN, George J. (6412) 2dMAW to MCAS EIToro  
GARCIA, Albert R. (0369) MB Brem to MB Kodiak  
GERKIN, Lawrence E. (1169) 1stMarDiv to 3dMAW  
GILLIAM, John H. (3051) MCRD PI to MCS Quant  
GREENWOOD, Francis E. (3071) 2dMAW to MB WashDC  
HADDOCK, William W. (3349) MCCWTC Bridgeport to 3dMAW  
HAMMILL, Donald F. (2171) 1stMarDiv to MB Sfrn FFT  
HANSON, Gerald A. (0369) MCSC Barstow to 1stMarDiv  
HARRISON JR, Benjamin F. (0231) MCB CamPen to 3dMAW  
HELLER JR, Arthur G. (3049) 1stMarDiv to MCRD PI  
HOLLEY, Homer H. (3371) MAG-26 to MCRD PI  
HURSEY, John H. (5519) MARPAC to MB Sfrn FFT  
ILVENTO, Joseph (0141) HQMC to MB Imboden, Joseph T. (0141) 1stTkbN to MAG-36  
JASO, Stephen M. (0369) 5thRRC to ForTrps CamLej  
JENNINGS, Ivan G. (0369) 3dMarDiv to 8thRRC  
JOHNSON, Ralph A. (6412) 1stMAW to MAG-32  
JONES, Richard W. (3071) MAG-32 to MB WashDC  
JORDAN, George D. (1169) 2dMarDiv to MCSC Albany  
KNOTT, Wayne K. (0368) 3dInfBn to 1stMarDiv  
LAMBERT, James E. (0761) 7th155mm-HowBtry to FMFPac  
LANIER, Luther L. (1169) MCS Quant to MB WashDC  
MARTIN, Robert J. (3051) FMFLant to MCSC Barstow  
MC KINNEY, Carl A. (3537) MCB CamLej to 3dServBn  
MEREL, Patrick J. (3361) 1stMarDiv to MCSC Barstow  
MILLER, Robert W. (0369) HQMC to MB Rota  
MORRUCCHIO, Alfred G. (1831) 1stMarDiv to MB WashDC  
MORRISON, Clifford R. (4312) 12thMCRD to Camp Butler  
NEUL, Walter H. (2529) FMFLant to 5th105mmHowBn  
NORDQUIST, Charles H. (2336) 1stMarDiv to 1stMarDiv  
PAODER, James C. (0369) 2dMarDiv to 1stRRC  
PITTIS JR, Edwin J. (6761) 1stMAW to MCAS CherPt  
PORTER, Robert F. (3516) 1stMarDiv to 1stEngCo  
PRETSCH, Donald C. (3049) MCSC Albany to 8thMCRD

PRUITT, George A. (3349) 1stMarDiv to 3dMAW  
RAWLINS, Malcolm S. (3051) ForTrps CamLej to MCAS CherPt  
RITTER, Jack C. (0369) 8thMCRD to 2dMarDiv  
ROSS, George H. (1371) 1stMarDiv to MCRD PI  
SHERZER, Russell R. (2761) MCRD SD to 1stMarDiv  
SPENCER, Jack P. (0231) MCB CamPen to Camp Smith  
STITCH, Joseph A. (0369) MCRD PI to 1stMarDiv  
SWANSON, Lawrence L. (6727) 1stMAW to MAD Mts  
TOLAR, Victor A. (3349) 1stMarDiv to MCCSTC Bridgeport  
TRAYWICK, Terry N. (4111) MCAS EIToro to 2dMarDiv  
TURBEVILLE, Bobby G. (4039) HQMC to MCSC Albany  
VAN DYKE, Martin L. (3081) 1stMarDiv to MCSC Barstow  
WALL, Lloyd J. (3537) 1stMarDiv to MCB CamPen FFT  
WEST, George "A" (2529) 1stMarDiv to LFTUPac  
WILLIAMS, Charles A. (3081) MB WashDC to HQMC  
ZALESKI, Edward (1833) MB Kodiak to 2dMarDiv

## E6

ACKERMAN, Robert E. (4131) MCS Quant to MCRD PI  
AINSWORTH, Marvin L. (1169) 1stMarDiv to MCB CamPen  
ALFERES, John (1371) FMFPac to 3dMarDiv  
ALSOWORTH, Leslie R. (2529) FMFLant to 8thInfBn  
ANTHES, Fred W. (3071) 2dMAW to MB WashDC  
ARCHER, Mitchell L. (0741) 2d75mm-AAABtry to 3dMarDiv

BAILEY, Walter (0369) MCB CamPen to 1stMarDiv  
BARNARD, Loran A. (0369) MAG-32 to 1stMarDiv  
BARRIER, Carl (6642) 1stMAW to MCAS CherPt  
BARTHOLOMEW, Russell P. (3371) MCB CamPen to 1stMAW  
BOURNE, Belknap B. (0141) HQMC to 2dMarDiv  
BRIGHT, John S. (2771) MCRD SD to 1stMarDiv  
BROOKS, Harold G. (2336) 1stMarDiv to 1stMAW  
BROOKS, Joseph (1169) MCS Quant to 1stMAW  
BUCCOLIERO, Peter A. (2336) MB Indian Head to 1stMAW  
CAPRONI, Charles J. (3071) 1stMarDiv to 3dMAW  
CHERRY, Theodore R. (3619) MB WashDC to MCS Quant  
CONROY, William P. (3049) 1stSupCo to MCS Phila  
COX, Loy G. (1841) 1stMarDiv to 7thATCo  
COX, Robert E. (0141) MCAS EIToro to ForTrps 29 Palms  
DAVILA, Trinidad J. (1169) FMFLant to 1stMAW  
DAVIS, William E. (0171) MCB CamPen to NAS Glen  
DOETSCH, Matthew A. (1831) FMFLant to MCB CamPen  
ELLIS, Martin J. (0121) 2dMarDiv to NAS Bklyn  
FERMER, William C. (0369) MCS Quant to 5thRRC  
FERGUSON, Edward R. (1349) FMFPac to MCB CamPen  
FERYAN, James E. (1841) 2dMarDiv to 6thATCo  
FLYNN, Eugene F. (0141) MCRD SD to MCAAS Yuma  
FODEN, Finley E. (2111) MB WashDC to 2dMarDiv  
FOSTER, Calvin J. (0171) MCAS EIToro to MCB CamPen  
FOX, Paul E. (0369) MCB CamLej to 1stMarDiv  
GARAVITO, Regina D. (2529) MCAAS Yuma to 1stInfBn  
GARCIA, Genaro D. (0369) MCRD PI to USS Ticonderoga  
GARNER, Alvin J. (0141) MCAS EIToro to ForTrps 29 Palms  
GIERCYNSKI, Michael (0741) FMFPac to 2d75mmAAABtry  
GILLETTE, Joe (4131) MCB CamLej to MCS Quant  
GOMEZ, Jesus A. (0141) HQMC to 2dMarDiv  
GRAY, John B. (4111) MCSC Barstow to 1stMarDiv  
GUTHRIDGE, Jack E. (3516) MAG-26 to 3dMarDiv  
HALL, John D. (0369) 8thRRC to 1stMarDiv  
HAMBY, Lloyd (3516) FMFLant to 3dMarDiv  
HAMILTON, Walter T. (6631) 1stMAW to MCAF New River  
HANSEN, John B. (6727) 1stMAW to 2dMAW  
HANNEL JR, Frederick (0141) MB Nagles to 2dMarDiv  
HARPER, Thomas R. (0141) MCSC Barstow to MCRD SD  
HELBINGER, Raymond H. (0141) 2dMarDiv to MCRD PI  
HELLER, Wilford P. (3371) MCB CamLej to MB Bklyn FFT  
HENNIS, Coy W. (3049) MB McAlester to 1stMarDiv  
HEPNER, John (0369) MCB CamLej to 1stMarDiv  
HINCHCLIFFE, David H. (0368) MCRD SD to 35thRRC  
HOWELL, William M. (4131) MCB CamLej to HQMC FFT  
HUZZIETZ, John W. (0369) 1stMarDiv to MCRD PI  
HUFFMAN JR, James W. (0369) 1stMarDiv to MCRD PI  
HUSTON, William A. (0761) 4th155mm-GunBtry to FMFPac  
HYATT, Norman H. (4611) 1stMAW to MCAAS Yuma  
JAMES, Paul "F" (0141) FMFPac to NAS Dallas  
JOHNSON, Frank A. (5711) 1stMarDiv to MCSC Barstow  
JORDAN, Curtis W. (4312) 2dMarDiv to AirFMFLant



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KEITH, Richard J (2336) FMFPac to MCRD PI FFT  
 KELLEY, Robert A (3516) 3dMAW to 3dMarDiv  
 KENT JR, Arthur L (7113) NAS Mfs to MCAS El Toro  
 KING, Ivan H (0369) MCRD SD to 1stMarDiv  
 KOLP, Walter E (3049) MCB CamLej to HQMC  
 LAMBACK JR, Charles G (3516) MCB CamLej to 3dMarDiv  
 LANDRY JR, Francis A R (1169) 1stMarDiv to 1stMAW  
 LARA, Alfred R (0811) FMFPac to 4th-155mmGunBtry  
 LAY, Gene W (5544) 3dMAW to 1stMAW  
 LEAVITT, Harry N (2771) 1stMarDiv to MCB Barstow  
 LOPEZ, Isidro (1371) 1stMarDiv to 3dMarDiv  
 LOUGHIN JR, Winfield W (1381) 1stMarDiv to 2dMarDiv  
 MACDONALD, John A (6412) 1stMAW to 3dMAW  
 MADDOX, Kenneth E (4312) Camp Butler to MCAS El Toro  
 MARTIN, Billy J (3537) 1stMarDiv to MCB CamPen FFT  
 MC CARTNEY, Joseph J (0141) MCRD PI to HQMC  
 MC COOK, Albert E (3516) 1stMarDiv to MCB CamPen FFT  
 MC FARLAND, Ernest E (0369) NavAdv-Gru Korea to 3dInfBn  
 MC QUINN, Howard M (6441) 1stMAW to NAS Marietta  
 MERCKX, Donald R (3049) MCRD SD to 1stMCRD  
 MENNONO, Gerald J (2771) 1stMarDiv to MCRD SD  
 MEYERS, Paul H (1841) FMFLant to 1stATCo  
 MORRAN, Hugh (4131) MCB CamLej to MCS Quant  
 MORGAN, Charles W (4131) MCB CamLej to MCS Quant  
 MORING, Joe D (3049) HQMC to MCSA Phila  
 MOTA, Manuel (0369) HQMC to 2dMarDiv  
 MURDOCK, Leonard (0141) 3dMAW to MCB Barstow  
 MURPHY, Francis L (1169) 1stMarDiv to 1stMarDiv  
 MURRISH, Theodore E (6413) 1stMAW to NAS Seattle  
 NEWELL, Robert L (3121) MCRD SD to MCB CamPen  
 NICHOLSON, Kent F (0141) MB Glakes to FortTrps CamLej  
 NOBRI, Leabert F (0369) MCB CamPen to NAS Alameda  
 OHLSCWAGER, Dale D (0141) 1stMarDiv to 1stMCRD  
 OSBORNE, Louie G (0171) MCB CamLej to 1stMarDiv  
 OSBORNE, Louie G (0171) MCB CamLej to MCAS CherPt  
 PAINE, Myron K (3537) 1stMarDiv to MCB CamPen FFT  
 PANICAL, Louis V (6671) MAG-32 to MAD Mfs  
 PEARMAN, Donald W (0369) 17thInfCo to 2dMarDiv  
 PELZEL, Dalton E (0141) 1stMarDiv to 1stMCRD  
 PENNINGTON, Harvey E (3049) 4thMCRD to 1stMarDiv  
 PORTER, Ralph J (6413) 2dMAW to MCAS K-Bay  
 PUTMAN, John J (3085) MCRD SD to HQMC  
 RAUSCH, John H (1345) 1stMCRD to 2dMarDiv  
 RAUSCH, Lee E (3049) NavAdvGru Korea to MCB CamLej  
 RAVENSCROFT, Marshal (3211) 3dMarDiv to MCB Barstow  
 RAYFORD, Francis J (0369) MCRD SD to 8thInfBn  
 REABOLD, Maurice (3371) MB Port Lyautey to 2dMarDiv  
 READ, Joe H (1371) Camp Butler to FortTrps CamLej  
 REID, James H (1371) 2dMarDiv to 3dMarDiv  
 RICHARDS, Robert D (1345) MCS Quant to 3dMarDiv  
 RICHARDSON, John B (0369) NavAdv-Gru Korea to 17thInfCo  
 RILEY, Patrick A (0369) 23dInfCo to 1stMarDiv  
 RINAUDO, Carmen P (2639) MCS Quant to MCB CamPen  
 ROGERS, Lionel D (2511) HQMC to 2dMarDiv  
 ROWE, Melvin (3516) 1stMarDiv to MCB CamPen FFT  
 RUSS, Joseph B (0811) 2dMarDiv to MB Clarksville  
 RYBUS, Mark H (1169) 2dMarDiv to MCSC Albany  
 SABATO, Phillip M (0171) MCB CamPen to 1stMCRD  
 SANCHEZ, Kelly J (3421) MB WashDC to 1stMAW  
 SATTERFIELD, Carl F (0811) FMFLant to 7th155mmHowBtry  
 SCHULTZ, David L (0811) 2dMarDiv to 7th105mmHowBtry  
 SCOTT, Eugene T (0231) AirFMFLant to MP WashDC  
 SHARPE, David G (7113) 1stMAW to 3dMAW  
 SIMPLER, George W (0369) MAG-32 to 1stMarDiv  
 SINGLETARY, Jimmie B (6511) 1stMAW to 3dMAW  
 SKELLY, William R (0171) MCAS El Toro to MCB CamPen  
 SMITH, Clifford W (0811) FMFPac to 1st155mmGunBtry  
 SMITH, Henrietta E (3421) MCAS CherPt to MCSA Phila  
 SMITH Norman H (3049) 2dMarDiv to HQMC

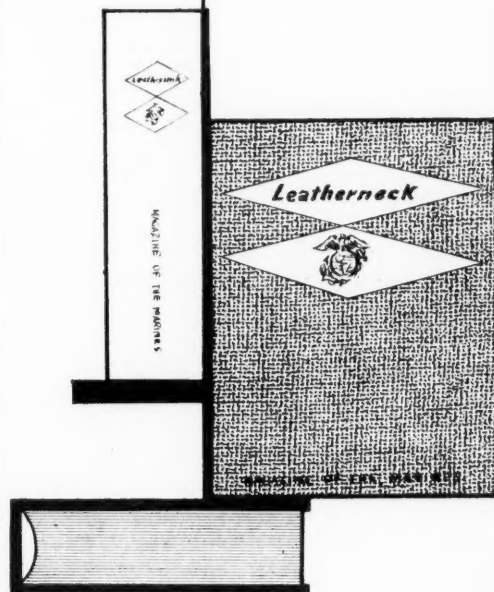
SOMMERHAUSER, James E (0141) NAS Dal to 2dMarDiv  
 STANLEY, Richard L (2639) 12thMCRD to 1stMarDiv  
 STEPHAM, Floyd L (0141) MB Brem to 1stMarDiv  
 STEGER, Lester H (0141) MCB CamLej to HQMC  
 STITT, Charles D (3049) MCSC Albany to HQMC  
 SUMMERS, Ralph J (0369) MB MtHid to 1stMarDiv  
 SUMNER, James H (1811) 1stMarDiv to MCRD PI FFT  
 SYKES, Wiley B (4131) MCB CamLej to MCS Quant  
 TANKSLEY, Laurence D (4611) MCAAS Beaufort to 1stMAW  
 THURMAN, Dennis E (3537) FMFLant to 3dMarDiv  
 THOMPSON, Thomas E (0369) 9thMCRD to 1stMarDiv  
 TYSON, Francis D (0141) 2dMarDiv to 5thMCRD  
 URICCHIO, Oscar W (2539) 6thCommCo to 2dMarDiv  
 URICK, Robert A (3421) MB Portsmouth to MCAS CherPt  
 VALENTIN II, John (3421) MB Portsmouth to MCAS CherPt  
 VANCE, Edward L (3049) Quant to 1stReconCo  
 VESTAL, Lavon H (2771) MCRD SD to 1stMarDiv  
 WALL, James A (3516) MCSA Phila to 3dMarDiv  
 WARREN JR, Berneau L (0369) MCRD SD to 1stMarDiv  
 WELLS, Roy C (3049) 1stMAW to MCB CamPen  
 WELLS, George I (6481) MAG-26 to 1stMAW  
 WHITAKER, Hoyt M (0369) MCRD PI to 1stMarDiv  
 WHITTINGTON, Jessie N (0369) NAS Alameda to MCB CamPen  
 WILKINSON, Morgan L (0141) 1stMarDiv to MCRD PI FFT  
 WILLS, Arthur D (0369) 1stMarDiv to MCB CamLej  
 WITASICK, Bernard E (0369) 2dMAW to 1stMarDiv  
 WOHLBERG, Harold E (0141) 1stMAW to LFTUAC  
 WOOD, Kellie R (3121) 6thMCRD to MCSC Albany  
 WOOD, William L F (0141) MB Adak to FMFLant

#### ES

A'BRIAL, Arthur A (0369) MB Indian Head to FortTrps CamLej  
 ADDY, Kenneth H (3421) 2dMarDiv to 1stMAW  
 AGOSTA, Fred A (6461) MCAS CherPt to MCAS El Toro FFT  
 ALLEN, Eugene B (0171) MCAS CherPt to 4thMCRD  
 ALLIGOOD, Donald (1121) MCB CamPen to 1stMAW  
 ANDERSON, Arthur E (3071) 1stMarDiv to 3dMAW  
 ANDERSON, Dale D (0141) MCB CamPen to MCRD PI FFT  
 ANDERSON, Spencer C (2561) 2dMarDiv to MCS Quant  
 ATWELL, Harold R (0369) MB Brem to 1stMarDiv  
 AVERY, John E (1841) MCB CamPen to 4th155mmGunBtry  
 BAHNER, Harry B (6727) MCAS CherPt to MCAS El Toro  
 BARTLETT, James N (6443) 2dMAW to 1stMAW  
 BARTLETT, Donald L (0369) 1stMarDiv to MCB CamPen  
 BASS, John M (3516) MCB CamLej to MB Sfran  
 BEAL, Charles E (1841) 1stMarDiv to 3dATCo  
 BEDELL, Arthur L (0369) 1stMarDiv to MCRD PI FFT  
 BERTON, Calvin J (0369) MB Yorktown to MCRD PI  
 BEST, Rudolph V (3421) MCB CamLej to 1stMAW  
 BLACK, Jack L (2161) 3dMAW to 1stMarDiv  
 BORING, John R (4312) 1stMarDiv to MCB 28 Palms  
 BOURG JR, Henry A (3041) 6thCommCo to 3dMAW  
 BOWMAN, John A (0141) 1stMarDiv to MCRD PI  
 BROOM, Wayne J (0141) FMFPac to MCRD PI FFT  
 BROWER, Darel R (6631) MAD Jax to 2dMAW  
 BROWN, Millard L (3371) MB Norfolk to 2dMarDiv  
 BROWN, Robert L (0141) 2dMarDiv to 1stMCRD  
 BURKE, Charles R (3421) MCB CamPen to 1stMAW  
 BUTLER, John (0141) 1stMarDiv to MCSC Barstow  
 BUTLER, Marcus S (0369) MB Norfolk to 1stMarDiv  
 CAMPBELL, Claude L (1141) 2dMarDiv to MCB CamPen FFT  
 CANONGE, Reuben H (2771) 3dMarDiv to 2dMAW  
 CAREY, Donald F (2543) 1stMarDiv to MCAAS Yuma  
 CARLTON, Gordon D (0369) MB Corpus to 1stMarDiv  
 CARROLL, Robert F (6412) NAS Mfs to MCAS El Toro  
 CARPER, Ainsley T (1841) MCRD SD to MCB CamPen  
 CARROZA, Robert J (0369) 1stMCRD to 1stMarDiv  
 CASEY JR, Robert H (5711) MCRD SD to 3dMAW  
 CASEY, Thomas D (3041) 1stMCRD to 1stMAW

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## TRANSFERS (cont.)

CLARK, Sidney R (6621) 3dMAW to MCRD SD  
CLARKE, James R (0141) HQMC to 1stMarDiv  
CLEMENT, Joseph A (3100) HQMC to 5thMCRD  
COLE JR, James W (0369) MCB CamLej to MCRD PI FFT  
COWEN, Everett J (6443) 3dMAW to MCAS ElToro FFT  
CRANE, Charles M (3049) MCAS Barstow to 3dMarDiv  
CREIGHTON, Dean E (4039) MCSC Albany to HQMC  
CROOK, Jack W (2111) 1stMarDiv to MCRD PI FFT  
CRONIN, David J (0811) 2dMarDiv to 3dMarDiv  
CURRIER, Andrew B (5711) 2dMarDiv to MCSC Albany  
CURTIS, John V (0141) 9thMCRD to 2dMarDiv  
DANNENBERGER, Eugene P (0369) 1stMarDiv to MCRD PI FFT  
DAVIDSON, Donald (0141) MCAS ElToro to 9thMCRD  
DAVIS, Russell B (0141) 1stMarDiv to MCRD PI FFT  
DEMERY, Gerald E (0171) MCB CamPen to MCRD SD  
DIXON, Donald G (0141) 61stRCo to 2dMAW  
DONNELLEY, Richard G (0141) MCAF New River to 12thInfBn  
DUDZIENSKI, Frank J (0369) MB Ft. Nuss to MCB CamPen  
DUGAS JR, Louis O (2131) FMFPac to 3dMarDiv  
DUNN, John F (0369) MB Bsn to 2ndMarDiv  
EDWARDS, George D (0141) 2dMarDiv to 5thMCRD  
EDWARDS, Richard D (6761) 2dMAW to 1stMAW  
EIDEN, Robert B (0141) MCRD SD to 1stMarDiv  
ELLIOTT, James F (0141) 2dMarDiv to 11thInfCo  
EUBANKS, Donald L (7113) 2dMAW to MCRD SD  
FARO, Salvatore P (1169) MB WashDC to 3dMarDiv  
FERGUSON, Alfred L (1345) MCAS ElToro to 3dMarDiv  
FLOURNOY, William E (1841) 1stMarDiv to 4thATCo  
FOX, Charles W (2636) 2dMAW to FortTrps CamLej  
FRANKLIN, Mervin A (0141) MB Bsn to 2dMAW  
FRASIER, Martin S (1811) NAS Jax to MCB CamPen FFT  
FULCHER, Milton D (0369) 2dMarDiv to HQMC FFT  
GARDNER, Larry G (0369) 1stMarDiv to MCRD PI FFT  
GARNER, Alvin G (0369) MCRD PI to FortTrps CamLej  
GARNER, Franklin J (2161) MAG-32 to 1stMAW  
GAUDIN, Alfred E (0141) MCAAS Yuma to 66thRCo  
GOLDNER, Jacob C (0141) 3dMarDiv to MCB CamLej  
GONNAN, Edmund X (0141) 3dMarDiv to MCS Quant  
GLENN, Don C (0369) 1stMAW to 3dMarDiv  
GUNT, Mark H (0141) 2dMarDiv to NAS Pens  
GRAVES, Charles I (0369) 3dATCo to 2dMarDiv  
GRAYSON, Robert J (2111) 5thMCRD to 2dMarDiv  
GREEN, James R (3516) 2dMarDiv to 105mmHowBn  
GREENAWALT, Donald T (1345) 2dMarDiv to 3dMarDiv  
GRIVETTO, Louis J (3516) MCRD SD to 1stMarDiv  
HACNEY, Richard E (0369) MCRD PI to 1stMarDiv  
HAFFMAN JR, John (3011) 1stMarBrig to 2dMarDiv  
HAGER, William M (1121) MCSC Barstow to MCB CamPen FFT  
HALL, Morton L (1841) 4th155mmGunBtry to FortTrps 29 Palms  
HALL JR, Richard A (1341) MCB CamLej to 3dMarDiv  
HARAKAL, Ronald A (1341) MCB CamPen to MCRD PI FFT  
HARE, Donald C (6461) MAG-26 to MCAS ElToro FFT  
HAYWOOD, Allen C (1391) 3dMAW to 1stMAW  
HAYWOOD JR, Marshall D (2111) 2dMarDiv to 3dMarDiv  
HENDRICKSON, Sam W (2111) 1stMarDiv to 3dMarDiv  
HILL, John L (3371) 2dMarDiv to MB Norfolk  
HOLIDAY, George E (0369) 8thMCRD to 1stMarDiv  
HUDSON, Harold B (1811) MB Portsmouth to FMFLant  
HUELS, Walter D (2171) MCS Quant to MCRD PI FFT  
HUNT JR, Edward T (6761) 2dMAW to 1stMAW  
HUNINGSHAKE, William E (7041) AirFMFLant to 1stMAW  
JACKSON, Oling R (0369) MB Npt to 1stMarDiv  
JARETT, Phillip R (1345) 3dMarDiv to FMFLant  
JENKINS, Robert W (0171) NAS Glen to MCAS CherPt  
JOHNSON, Edwin M (0369) MB Bangor to 1stMarDiv  
JOHNSON, Weldon W (1411) 9thMCRD to FortTrps CamLej  
JOHNSON, William R (2636) 1stCommCo to 3dMarDiv

JOLLEY, Richard W (0141) 3dMarDiv to NAS Oak  
KAMINSKI, Paul E (0141) 2dMarDiv to HQMC  
KANUPP, Billie J (0141) 3th155mmHowBtry to 3dMarDiv  
KEAR, Edward W (6461) 1stMCRD to 1stAvnAvnReplBn  
KELLEY, Arthur D (2131) MCSC Albany to 3dMarDiv  
KELLY, James F (0141) MCS Quant to NAS Willow Grove  
KERN, Clyde M (0141) MCB CamLej to 3dRCo  
KING, James J (4131) MCSC Barstow to MCB CamPen  
KING, Travis T (3421) MCB CamPen to MCRD PI FFT  
KRAMER, Thomas A (3516) MCB CamLej to 3dMarDiv  
LANKAUF, Raymond L (0369) MCB CamPen to 3dMAW  
LEE, James R (0121) MCCWTC Bridgeport to MB Sfran  
LENTINI, Natale S (0369) MCRD PI to 2dMarDiv  
LEVESQUE, Robert E (2111) 2dMarDiv to 3dServBn  
LOVE, Lloyd L (6481) 1stMAW to MAG-26  
LOWARY, Morris W (1169) 1stMarDiv to MCB CamPen FFT  
LUKENS, Philip D (0369) MB Phila to MCB CamPen  
LUNN, William V (0241) FMFLant to 1stMAW  
MABREY, Lewis D (4312) AirFMFLant to 6thMCRD  
MAC KENZIE, Donald G (3311) 3dMAW to 1stMarDiv  
MAFFET JR, Harold K (0141) FMFPac to MCRD PI FFT  
MAN, Herbert W T (0141) 1stMarDiv to MB Brem  
MANNING, John W (1316) 1stMarBrig to 1stMarDiv  
MATHISON, Gerald P (5711) 3dMAW to MCRD PI FFT  
MAYNARD, Moses (0848) 1stMarDiv to MCB CamPen FFT  
MAZURKIEWICZ, Joseph (1371) 1stMarBrig to 1stMarDiv  
MC CABE, Paul A (1141) 2dMarDiv to MCB CamPen FFT  
MC CARTHY, Richard C (6621) MCAF New River to MCRD  
MC CARTY, Carl W (0369) MCRD PI to 2dMarDiv  
MC CLAIN, Richard J (0369) MB Bklyn to 1stMarDiv  
MC CUTCHEON, Morgan (0369) MCRD PI to MB Subic Bay  
MC DANIEL, Charles C (0369) HQMC to 1stMarDiv  
MC DONALD JR, Francis E (0141) MCB CamPen to 9thMCRD  
MC GUFFEY, Charles F (0369) 4thMCRD to 1stMarDiv  
MC LAUGHLIN, Alford L (0369) MCRD PI to 1stMarDiv  
MC LEMORE, Thomas L (1371) 2dMarDiv to 3dMarDiv  
MC MANUS, Edwin J (6461) MCS Quant to 1stMAW  
MC NAMARA, Earl C (5711) 1stMarDiv to MCSC Barstow  
MEDEIROS, Anthony K (3531) 2dMarDiv to 3dMarDiv  
MERNIN, James C (0141) 3dMarDiv to MCB CamLej  
MESSENGER JR, Louis (2645) MCB CamPen to MCSC Barstow  
MEYER JR, William (6413) AirFMFPac to HQMC FFT  
MORGAN, Bobby H (0369) MB CkivB to 2dMarDiv  
MORGAN, Delmer W (0141) MCB CamPen to 12thMCRD  
MORGAN, Robert C (6443) 3dMAW to 1stMAW  
MORRIS, Daniel R (4312) AirFMFLant to 3dMarDiv  
MORRIS, Reginald H (3421) MAG-26 to 1stMAW  
MUELLER, Joseph W (0141) 32dRCo to 1stMarDiv  
MURRAY, Joseph B (0171) 4thMCRD to MCRD PI  
MYERS, Warren L (4131) MCRD SD to MCRD PI FFT  
NEAL, Charles R (0141) 2dMAW to 3dRCo  
NELSON, Elmer R (3537) 4thMCRD to MCB CamPen FFT  
NEWTON, Robert L (4131) MCSC Barstow to MCB CamPen  
OLSON, Robert V (0121) 3dMAW to 1stMarDiv  
PAGE, Floyd E (1345) MCS Quant to MCRD SD  
PALUMBO, Lewis H (2539) 6th105mmHowBn to MCRD SD  
PENNOCK, Francis E (0241) 1stMarDiv to 3dMarDiv  
PETTIS, Norman L (0141) LFTULant to 2dMarDiv  
PHILLIPS, Ronald G (3537) 9thMCRD to 1stMarDiv  
PINOERTON, Donald R (0369) MAD Mfs to 2dMarDiv  
POND, James R (3081) MCRD PI to MCS Quant  
POWELL, Jesse F (0369) HQMC to 2dMarDiv  
PREFLATISH, Harry G (6727) 2dMAW to MCAS ElToro FFT  
PRIVITT, Billie J (0369) MCB CamPen to MB Vallejo  
PROTO, Ludovico T (0369) 1stMarBrig to MCS Quant  
REEOY, Robert C (3421) MCSA Phila to MCS Quant  
RICHARDS, Doria H (2111) 3dOrdFidMaintCo to MCB CamPen FFT  
RICKMAN JR, Lester (0161) 1stMarDiv to MCRD PI FFT  
ROBERTS JR, Robert H (3421) MB WashDC to MCS Quant  
ROBINSON, Kenneth A (3371) MAG-26 to MCRD PI

END

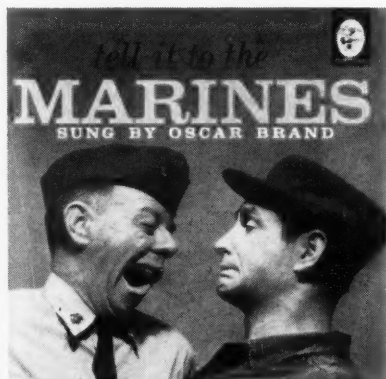




by W. W. Barr

Marines browsing through record shops may be somewhat annoyed when they see a full-color album cover showing a DI reading off a boot—the DI is wearing an Army shirt and field scarf, obsolete cutter-type cap and his emblems are backwards; the boot is in Army fatigues.

But, if the cover is inaccurate, there is no inaccuracy in the lyrics the buyer will find on the record when he plays it. **Tell it to the Marines** (Elektra) is not the sort of record to be played at the local petunia growers' bazaar, but we found a good deal of gung-ho nostalgia in the songs. They are sung just as we sang them or heard them sung in World War Deuce and Korea. The lusty, earthy stanzas and words are all there with no attempt made to "pretty them up". Included are *Honey Baby*, *Call Out the Corps*, *Wake Island*, *Gee But I Wanna Go Home*, *Bless 'Em All* and others. Listening to them again, we had the feeling that here was a collection of Marine songs which might, in time, fall into the category of folk music, if they have not already done so. Salty Marine stuff, but definitely not for the kiddies.



Despite any conclusion you might draw from reading the liner notes on the jacket, this album is not officially sanctioned by the Marine Corps.

Another special by Elektra is *Ski Songs* by **Bob Gibson**. Mostly comic, some serious lyrics about skiing and skiers. Fun

to listen to, more so if you are interested in the sport.

Moving on to the Jazz scene we find **Satin Brass—George Shearing** (Capitol) and what a swinger this is! Shearing's great with the Quintet and here with the addition of trumpets, trombones, French horns, etc., he's away—gone! Don't miss this one; it's a possible on any range. And for the crew that prefers happy music, **Phil Napoleon and His Memphis Five** (Capitol) contains some of the best old Dixieland and happy jazz tunes. *Milenberg Joys*, *South*, *Wang Wang Blues* among them. If you don't bounce to this you're dead.

New artists keep cropping up in the pops and mood music field. One such who we hope stays for a couple more hitches is **Marjorie Meinert**. In *Vive La Difference* (RCA Victor). Miss Meinert combines the Lowrey Organ with favorite songs about Paris and it adds up to "takusan" enjoyment. Fine sounds! **Songs for a Raney Day** (Capitol) introduced us to another new talent and **Sue Raney**, in our opinion, will go far. With Billy May filling in a fine background for her, Miss Raney does a great job that is well worthy of your attention. We cannot give the same endorsement to **Janice Harper on Embers of Love** (Capitol). This young lady had a recent hit single of *Cry Me a River*; it is included here and I still don't like it. As long as Miss Raney keeps her voice down this album is pleasing enough, but for some reason she feels she has to shout too often.

Meanwhile, back in the hills, **Homer and Jethro** made an appearance at a night club which was recorded and released as *Homer and Jethro at the Country Club* (RCA Victor). These feather-merchants of hillbilly music, with their parodies of popular songs as well as some originals, are hilarious. A real dinger.

**Tell Me All About Yourself** (Capitol) is the latest offering by **Nat King Cole**. With Dave Cavanaugh's crew acting as support troops, Nat the King swings lightly as only he can. This combination adds up to a fine album.

Keeping up with the "sing along" trend, Capitol has produced *Sing A Hymn With Me* by **Tennessee Ernie**. It is beautifully packaged to include an album cover that opens into a 31-page hymn book complete

with words and music. Most important, it is full of real old favorites among the hymns.

Our search for good military music for troop and stomp lovers was rewarded by receipt of two fine albums this month. **Helter Skelter**, by the **Band of The Welsh Guards** (Angel) is a "concert in the park" type. Some marches are included along with some authentic Welsh airs and the music from *My Fair Lady*. Also excellent is *Songs of Battle* by the **Ralph Hunter Choir with the Sid Bass Orchestra** (RCA Victor). It contains a selection of the songs which became popular during the wars in which we've been involved from the Revolution to Korea. These are the songs the civilian population enjoyed, such as *Comin' in On a Wing and A Prayer*, *Tipperary*, etc.

**Little Mary Sunshine** (Capitol) is the show tune entry this month. An original cast recording of an off-Broadway hit musical, it is Rick Besoyan's witty spoof on the works of Friml-Herbert-Romberg and it is delightful from beginning to end.



NO. 300 RAMU

Capitol Record のアルバム 'Brass and Bamboo' が近くあなたのところへ贈り届けられます。これは **Tak Shindo** が編曲指揮したものです。東洋のエキゾチックな楽器の音を織り込んだビッグ・バンド・ダンス・アレンジメントです。

東と西のすばらしい音楽的融合を *diy* して下さい。

I think the above excerpt from a Capitol news release says that this is a different and exciting album. I heartily agree—it is "ichiban", especially for those who have been in the Orient.

#### Rapid Fire . . . . .

**Hawaii Calls—Webley Edwards** (Capitol). Hawaiian favorite Edwards plays best known tunes from and about the islands. Easy listening.

**Hammond Gone Cha-Cha—Jackie Davis** (Capitol). Old favorites are pumped into the Hammond organ and come out cha-cha. Doesn't show me much.

**Baby, They're Playing Our Song—King Sisters** (Capitol). Twenty-five old favorites in medley style by the Kings backed by Alvino Ray's band. Thoroughly enjoyable.

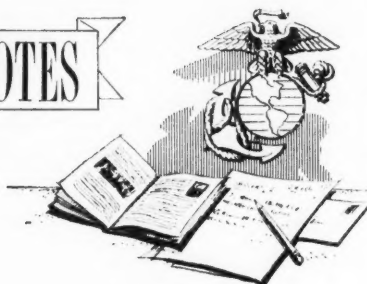
**Love is Nothin' But Blues—Dick Williams** (Capitol). First album for Dick, brother of Andy Williams. A pleasant voice and style makes this good.

**Can-Can-Nelson Riddle** (Capitol). Riddle arrangements of Cole Porter's music by a fine band.

END



## NOTES



### Institute offers aviation courses

The Marine Corps Institute is now offering Marine Aviation Courses ranging from an introduction to aviation, for Marines who are new to the field, to the intricacies of jet engines, for skilled mechanics. A high percentage of the knowledge required by the MOS Manual, for those occupational specialties covered, is included in these courses.

#### BASIC

**INTRODUCTION TO AVIATION,** 64.5a.

#### GASOLINE

**AIRCRAFT RECIPROCATING ENGINES,** 64.4a.

#### HELICOPTERS

**HELICOPTER FUNDAMENTALS,** 64.2.

**HUS-1 MAINTENANCE,** 64.7a.

**HR2S-1 MAINTENANCE,** 64.8.

#### JETS

**J65 MAINTENANCE AND REPAIR,** 64.6.

**AIRCRAFT JET ENGINE FUNDAMENTALS,** 64.11.

**J57 MAINTENANCE AND REPAIR,** 64.14.

#### AIRCRAFT STRUCTURES

**AIRCRAFT STRUCTURAL MECHANICS I, SHOP PRACTICES,** 64.12.

**AIRCRAFT STRUCTURAL MECHANICS II, AIRFRAME MAINTENANCE,** 64.16.

**AIRCRAFT STRUCTURAL MECHANICS III, METALWORK,** 64.17.

**AIRCRAFT STRUCTURAL MECHANICS IV, WELDING,** 64.19.

**AIRCRAFT STRUCTURAL MECHANICS V, MAINTENANCE AND REPAIR OF NONMETALLIC MATERIALS,** 64.20.

#### AVIATION ADMINISTRATION

**AIRCRAFT MAINTENANCE ADMINISTRATION,** 64.15.

#### OCCUPATION FIELD 65 AVIATION ORDNANCE

Six MCI courses are available on a variety of aviation ordnance subjects:

**FUNDAMENTALS FOR AVIATION ORDNANCEMAN,** 65.1b.

**AVIATION ORDNANCE UTILITY SYSTEMS,** 65.2.

**AIRCRAFT GUNS AND ASSOCIATED EQUIPMENT,** 65.3.

**AVIATION AMMUNITION LAUNCHING AND HANDLING EQUIPMENT,** 65.4.

**AVIATION AMMUNITION AND PYROTECHNICS,** 65.5.

**AVIATION ORDNANCE ADMINISTRATION,** 65.6.

#### OCCUPATIONAL FIELD 66 AVIATION ELECTRONICS

**AIRCRAFT INSTRUMENT REPAIRMAN, BASIC,** 66.1.

**AIRCRAFT INSTRUMENT REPAIRMAN INTERMEDIATE,** 66.2.

**AIRCRAFT ELECTRICIAN AND INSTRUMENT REPAIRMAN, ADVANCED,** 66.3.

**AIRCRAFT ELECTRICIAN, BASIC,** 66.4.

**AIRCRAFT ELECTRICIAN, INTERMEDIATE,** 66.5.

**BASIC ELECTRICITY FOR ELECTRONICS PERSONNEL I,** 66.6.

**BASIC ELECTRICITY FOR ELECTRONICS PERSONNEL,** 66.7.

**BASIC ELECTRONICS I,** 66.8.

**BASIC ELECTRONICS II,** 66.9.

#### OCCUPATIONAL FIELD 67 AIR CONTROL

**AVIATION ELECTRONICS OPERATOR,** 67.1.

#### OCCUPATIONAL FIELD 70 AVIATION OPERATIONS

**FLIGHT OPERATIONS ADMINISTRATION,** 70.1.

END

## WHAT GOES UP . . .

[continued from page 43]

annually and jet aircraft accounts for about 53 percent of the total major accidents. In FY 1958, 29.3 percent of all new aircraft delivered to the fleet were lost in accidents.

In the low pressure chamber, correct breathing was stressed. It was stated that approximately one person in 10 has faulty breathing habits. As a result he suffers from symptoms which may be dizziness, blurred vision, fainting, tingling of the hands or face, or extreme anxiety and fear.

Students were "flown" to an altitude of 35,000 feet. They found it difficult to talk while experiencing pressure breathing. Several had problems just saying their name, rank and organization.

From sea level to 18,000 feet, the greatest pressure changes take place. Even with oxygen, pilots can't survive for long without a pressurized cabin at 50,000 feet. It was a general opinion among the instructors that if a man can be protected from the environment experienced at 50,000 feet, he can travel to the moon.

From 35,000 feet, the students were lowered to 18,000 feet. They removed their oxygen equipment for eight minutes and experienced dizziness, blurred vision, a slowness in thinking, loss of muscular coordination, etc. Finger nails and lips turned blue. This was done to impress upon the students the need for oxygen and its subjective effects. The "example" was not considered dangerous.

Occasionally, students developed ear blocks descending to sea level. Explained HMI Miller, "The low pressure chamber is not designed as a torture instrument. When a person experiences an ear block coming down, all he need do is signal. A stop will be made until the block clears."

In aviation, a second chance is not usually the order of the day. High performance aircraft are seldom forgiving of human frailties.

It is difficult to estimate how far aviation/space programs will progress in the next 10 years—aviation is only 57 years old at the present. Whatever the progress is, i.e., speeds of three and four times the speed of sound and operating levels at and above 100,000 feet, new demands will be placed on the pilots and crewmen. One thing for sure, physiological and survival training will be taught on the ground. And, the El Toro Aviation Physiological Training and Survival Unit will be a definite pilot assist in future upper air or space travels.

END

# BULLETIN BOARD

Compiled by AMSgt Francis J. Kulluson

BULLETIN BOARD is *Leatherneck's* interpretation of information released by Headquarters Marine Corps and other sources. Items on these pages are not to be considered official.

## U. S. Savings Bond Program

To establish a continuing program whereby all personnel, both military and civilian, are urged to participate in the United States Savings Bond Program.

The President has emphasized the importance of the maintenance of stability in the economic life of the individual, the community and the Nation. The dual purpose of the Savings Bond Program is to help maintain economic stability of the Nation and the individual by assisting in the debt management

and sound money policy of the Government and helping individuals establish sound personal thrift habits and attain a measure of financial security and independence through regular purchase of U. S. Savings Bonds.

Systematic investment in Savings Bonds affords all personnel of the U. S. Marine Corps, military and civilian, the privilege and opportunity to discharge a responsibility of citizenship and provide for their future security.

## World War II Veterans Have Until July 25, 1960, To Take Advantage Of GI Bill Loan Provisions

World War II veterans have until July 25, 1960, in order to participate in the post-war program to take advantage of the GI Bill loan provisions for home, farm or business loans, Sumner G. Whittier, Administrator of Veterans Affairs, reminded veterans.

Under present law, July 25, 1960, is the cut-off date set for World War II veteran participation in the post-war program that has seen more than five million World War II veterans take advantage of the GI Bill loan provisions since June 22, 1944.

Veterans who submit their applications on or before the deadline of July 25, 1960, will be allowed an additional year, or until July 25, 1961, in which to have the loan processed and actually closed.

Mr. Whittier pointed out that these dates do not apply to Korean conflict veterans, who have until January 31, 1965, to make GI loan applications.

World War II veterans who also served during the Korean conflict period are considered Korean conflict veterans for the purpose of GI loans.

Under the GI loan program, qualified veterans are offered the opportunity to obtain VA guaranteed or insured loans to (a) purchase, build or improve a home; (b) buy a farm or farm supplies; and (c) buy or expand a business venture.

Veterans in rural areas and in small cities and towns where guaranteed loans are not generally

available are eligible for VA direct home and farm-house loans. The direct loan program for both World War II and Korean conflict veterans is due to expire on July 25, 1960.

Since the GI loan program was launched in June, 1944, and through December, 1959, a total of 5,125,000 loans have been guaranteed or made to World War II veterans for a total face value of 40.8 billion.

Of this total, 4,822,000 were home loans; 229,000 were for business ventures; and 74,000 for farm purposes.

Approximately one-third of the eligible World War II veterans and one-eighth of the Korean conflict veterans have taken advantage of the loan program to date.

Of the home loans made to date (World War II and Korea) more than one of every four has been paid in full and only one of every 100 has resulted in foreclosure.

Reviewing the tremendous scope of the GI loan program as used by both World War II and Korean conflict veterans combined, Mr. Whittier said that it was the equal of financing one of every 10 dwelling units in the United States, including apartments and single-family rental properties.

Nearly one of every four mortgaged single-family dwelling units in the United States has a VA-guaranteed mortgage, Mr. Whittier said.

## The Marine Corps Aviation Cadet Program

Marines who meet the eligibility requirements may apply for the Marine Corps Aviation Cadet Program, which leads to a commission as a second lieutenant in the Corps' air arm.

Applicants must be between the ages of 18 and 24, inclusive, and must have completed two years of college. In the absence thereof, individuals who have completed one year of college, or who have the

TURN PAGE



## BULLETIN BOARD (cont.)

service-accepted equivalent (attainment of a satisfactory score on the USAFI College Level Test), and have a GCT of at least 120 plus a minimum Pattern Analysis score of 116, are eligible to apply.

Marines of any enlisted grade may apply, but they must be unmarried and agree to remain unmarried until commissioned. Physical qualifications are rigid and no waivers are permitted by the physical qualification board.

Qualified applicants are given a special examination called the "Aviation Selection Test." Those who obtain satisfactory scores are then interviewed by local selection boards. Candidates are finally selected by Headquarters Marine Corps and attend an 18-month flight training course at the Naval Air Station, Pensacola, Fla.

Aviation cadets who successfully complete the Pensacola course are designated Naval Aviators and commissioned as second lieutenants in the Marine Corps Reserve. Subsequently, they have an opportunity to apply for Regular commissions.

## Converting GI Insurance

An easy stage plan for converting term insurance to permanent plans is available to veterans who cannot afford to convert the full amount of their term policies. The law and VA regulations permit policy holders to convert a minimum of \$1000 at first and then any amount in multiples of \$500.

Annual dividends may be used in the process to reduce the cash outlay at the time of conversion. Although premium rates for permanent plans are higher than for term insurance, they remain static. Term insurance policy premium rates, on the other hand, increase every five years and consequently at advanced ages, may become almost prohibitive. Permanent plans available under the "Easy-Stage

Method" are: Ordinary Life, 20 Pay Life, 20 Year Endowment, Endowment at age 60, and Endowment at age 65.

Permanent Plans of insurance have certain values which term policies do not have. These include loan value, cash surrender value, and extended insurance value. The latter will keep a policy in force automatically for a stipulated period after the policyholder has failed to pay premiums. Term policies, on the other hand, provide only insurance against death and then only so long as premiums are timely paid. They have no extended value as a cushion against lapse, or loan value for emergencies.

END

**GIZMO** and 

**SNOWED UNDER**



FRED RHOADS-

## ARLINGTON

[continued from page 61]

white marble, 42 inches long, 13 inches wide and four inches thick. All will be inscribed with the decedent's full name, state, rank, authorized organization, war period of service and month, day and year of birth and death. Family headstones are now to be found only in the older sections of Arlington.

Where is John Archer Lejeune buried?

The former commandant's grave is in Section 6, Gravesite #5682. There are thousands of other Marines buried at Arlington, among them John Basilone, "Red Mike" Edson and two of the Iwo Jima flag-raisers, Ira Hayes and Michael Strank.

Are there any qualifications for burial at Arlington? If so, what are they?

The Congressional Act of May 14th, 1948, as amended, governs interments at all national cemeteries. The Act pertains to all services. For reasons of conciseness, however, it is interpreted below in Marine-ology:

(1) Any Marine dying while on active duty or any former Marine whose last active service terminated honorably.

(2) Any Marine Corps Reservist whose death occurs under honorable conditions while he is on active duty for training, performing authorized travel to or from that training or dies in a hospital as a result of injuries sustained during that training or travel.

(3) Any citizen of the United States who, during any war in which we were engaged, served in the armed forces of any government allied with America and whose last such service terminated honorably.

(4) A Marine's wife or husband (in the case of Women Marines) and their minor children. If a Marine predeceases his wife, she must make application for Arlington burial at the time of his interment. The grave site will be reserved until she designates otherwise or remarries. If, conversely, the Marine's wife dies first, she can be interred at Arlington provided the Marine agrees to be buried in the same or adjoining grave upon his death. The same procedure applies to minor children.

The Act's full text can be obtained from a number of sources: the Army Quartermaster General, the cemetery, or the Casualty Section, HQMC. The Casualty Section is the Corps' liaison with Arlington and all other national cemeteries. The Section is headed by Captain J. F. Hogsett and Captain Roy Moussetis is the Marine Corps funeral director.

The captains and Mr. Metzler were cut from the same bolt. The Marines also have the needed keen attention to detail without forsaking compassion. The Section will undertake a burial in one of two ways; either by notification from Arlington or the next of kin. If, for instance a funeral director in Ohio contacts the cemetery for burial arrangements, the cemetery will notify the Casualty Section. Mr. Metzler will tell one of the captains what date and time the funeral is scheduled and the captain will carry out the Corps' responsibility.

If, as quite often happens, a Marine



family first contacts the Casualty Section, the Section will reverse the procedure. The cemetery will be called for arrangements.

In either case, the answer to one question dictates every move the funeral director makes. How can I help the next of kin?

Help comes in many forms. It is advice. It is information. It is material assistance. The Casualty Section supplies all these components.

When a Marine, or former Marine, dies, there is always a complexity of finances. Insurance, government allotments, Veterans' Administration grants, Social Security benefits—any or all of these may be involved. The Section assures that needed information is given the next of kin.

Advice regarding preparation and shipment of remains is another function controlled by the Section. If, for example, a Marine dies on active duty, the government is responsible for preparation and transportation. It is a family responsibility in the case of a

former Marine . . . but the family may be eligible for financial burial assistance.

There are hundreds of other dovetailing facts relating to the death and burial of a Marine or former Marine. But Captains Hogsett and Moussetis realize that sorrow needs no burden. Through information and advice, they erase the burden of "not knowing."

Materially, the Section aids this way:

A Marine has died and his family wishes him to be buried at Arlington. The captains or their assistant, AMSgt William Morris, ascertain what type of religious service and burial is desired.

Does the family want chapel or graveside services? Full or simple military honors?

Honors, in the case of enlisted men, are rendered by a rifle squad, body-bearers and a field music. Honors for former officers are more involved. Bodies of troops, a muted band and, for colonels and above, caisson and caparison horse may be utilized.

Required Marine personnel are procured from the ceremonial troops, Marine Barracks, 8th and Eye.

The next of kin are asked when they expect to arrive in Washington for the services . . . and how many there will be in the group.

When the family arrives, they are met by either Capt Moussetis or AMSgt Morris. A sedan takes them to a hostelry of their choice. The transportation will later take them to the cemetery and, still later, to their point of departure.

The sedan, burial and headstone—all are provided by either the Corps or the cemetery. Expenses, such as the hotel and transportation of the family to Washington, must be borne by the family.

Capt Moussetis shares Mr. Metzler's feelings regarding his work. The Casualty Section aids in approximately 220 Marine burials a year. Yet, the captain will correct anyone who refers to his assignment as a job. It is more, he feels, a privilege.

What are the captain's thoughts on Arlington cemetery?

"It is a hall of heroes," he states and then adds, "from the generals to the privates, every man buried there is a hero. I don't mean they all displayed valor in combat. Some of them never fought in a war. But all who rest in Arlington led productive, useful lives. All had the bond of being in uniform when America needed them. To my mind that makes them heroes."

A hall of heroes. A shrine. An estate of man-made and natural beauty. An archive of historical interest. A military burial ground.

All these are Arlington . . . **END**

# In Reserve



Edited by ASSgt Thurlow D. Ellis

## ROA Convention

The annual military conference and national convention of the Marine Corps Reserve Officers Association will be held in the Palmer House in Chicago, Ill., May 20 and 21.

In making the announcement, Brigadier General John L. Winston, president, said the meeting may be the largest ever held by the association, with 500 Reserve and Regular Marine officers and their families expected to attend.

The Chicago chapter will be the conference host. Program arrangements are being directed by Colonel Douglas J. Peach, National first vice-president, and former chapter president, and Lieutenant Colonel James Donoghue, newly elected chapter president.

Included in the \$30 registration fee will be a luncheon on both days, buffet dinner Friday, and the grand dinner Saturday.

## Riviera Beach Maneuver

Members of the 99th Rifle Company, USMCR, Riviera Beach, Fla., conducted an amphibious raid on Peanut Island, located in the heart of the famed Palm Beaches.

Assuming that Peanut Island had been occupied by enemy forces operating a communications and weather station, and maintaining shore batteries, the Reserve assault teams staged a daylight raid. Objective—neutralize the communication and weather station and disrupt the shore battery installations.

"Enemy" forces, composed of members of the unit's Weapons Platoon, were designated "Island Defenders."

Boarding the *USS Mc Minnville*, manned by the 6-52 surface division, USNR, the Reservists embarked for the enemy-held island. Upon reaching the predetermined transfer point near the island, the Reservists went over the side, boarded landing craft coxswained by local Coast Guardsmen, and de-



Official USMC Photo

Members of the 99th Rifle Company, USMCR, Riviera Beach, Fla., stormed the beaches of Peanut Island during a scheduled maneuver

parted for Red Beach.

Landing unopposed, the Reservists moved inland and attacked two objectives, using automatic weapons, rifles and rockets. Realism was added to the problem by the use of blank ammunition, shell simulators, dummy hand grenades and smoke. Despite the resistance displayed by the island defenders, the communications and weather station was destroyed and the shore battery installations were temporarily knocked out of commission. Before the enemy could reorganize and counterattack, the Reservists had regrouped on Blue Beach, and departed.

Captain Stanley Knowlton, Commanding Officer, stated that the training was just one phase of a series of maneuvers the unit would undergo in preparation for Summer training at Camp Lejeune, N.C.

99thInfCo, USMCR  
Riviera Beach, Fla.

## Mighty Mite

Brigadier General Frederick E. Leek, Commander, Marine Air Reserve Training, visited Detroit, Mich., from his Glenview, Ill., headquarters, to accept the first production model of the M422 Mighty Mite, for the U. S. Marine Corps.

BGen Leek, representing General David M. Shoup, Commandant of the Marine Corps, accepted the keys to the new quarter-ton 4x4 lightweight military vehicle from Mr. George Romney, President, American Motors Corporation, at formal ceremonies held in Detroit.

The Mighty Mite, specifically designed for light weight and compactness as a tactical vehicle, was developed expressly for helicopter lift by the Marine Corps.

The delivery to BGen Leek was the first production line unit of an order





Official USMC Photo

BGen F. E. Leek accepted the first "line" model of the new Mighty Mite, on behalf of the CMC, from Mr. G. Romney, American Motors

for 250 Mighty Mite models. They will be used for further evaluation by the Marine Corps under actual field conditions. Vehicles now being delivered will be used at Camp Pendleton, Calif., Camp Lejeune, N.C., and Okinawa.

"Actual operations under service conditions will determine future programming of this vehicle as an integral part of Marine Corps tactics," Mr. Romney stated.

The weight of the Mighty Mite is 1750 pounds. This is more than 900 pounds lighter than the quarter-ton 4x4 vehicle now in use by the Armed Forces. However, the sturdy little vehicle maintains full capability of carrying cargo, personnel, or in pulling trailer loads.

In addition to being light in weight, the shipping space has been reduced to a minimum, allowing more units to be carried aboard cargo aircraft.

The Mighty Mite is powered by an aluminum V-4 air-cooled engine developed by American Motors. It has an output of 55 horsepower at 3600 rpm, with 90 pound feet of torque developed from 2000 to 3000 rpm.

ISO, MARTD  
MARTC, USNAS,  
Grosse Ile, Mich.

### Marine Fire Fighter

A 20-year partnership in fire fighting ended officially between Marine Corps Aviation and Chief Warrant Officer Chester T. Johnson, when the World War II and Korean vet retired recently.

Johnson, and the Marine Corps, have fought two wars and many brush fires since his 1940 enlistment in VMA-234, Marine Air Reserve Training Detach-

ment, Naval Air Station, Wold Chamberlain Airport. A 19-year veteran of the Minneapolis Fire Department, his assignments as a fireman have included everything from fighting fires to serving as a member of the department's rescue squad.

Fire almost killed Johnson when he crashed in a B-24 "Liberator" bomber during World War II. The landing gear was torn from the plane when it careened on the landing strip and burst into a fiery mass after piercing a storage tank.

"Two men died in that crash," Johnson recalled, "and I jumped off the wing and ran a short distance before the whole thing went up. Afterwards, I

noticed that my hair was singed, which may have resulted in my hair thinning today."

Awarded three air medals for 35 combat missions, he flew as a flight engineer in the Pacific.

With the outbreak of the Korean conflict, he was recalled to active duty and another tour with the Marine "Fire Brigade."

He served as a member of the First Marine Aircraft Wing, which covered the historic Chosin Reservoir march to the sea.

ISO  
MARTD, MARTC  
Minneapolis, Minn.

### Fleet Reserve Notes

The National Executive Officers, Fleet Reserve Association, Washington, D.C., has announced that the Association will push the following legislation which is now before the 2d Session of the 86th Congress:

**RETIREMENT EQUALIZATION PAY**—This legislation, if enacted into law, will insure that those officers and enlisted men who retired prior to June 1, 1958, will have their pay adjusted to conform with the new basic pay rates, rather than the six per cent increase they are now receiving.

**TRAILER ALLOWANCES**—Several bills are now in the hopper, proposing increases. One which has particular merit, and which meets the approval of the Department of Defense, would increase the trailer allowance from 20 cents per mile to 34 cents. This bill, H.R.901, was introduced by Representative James C. Polk.

FRA  
1303 New Hampshire Ave. N.W.  
Washington 6, D.C.  
**END**



Official USMC Photo

State Sen. J. F. Periceni (Ohio) presented the Sgt John J. Basilone Trophy to Communications Company, 1st Comm. Supt. Bn., USMCR

# the old gunny says...

**"S**OMETIMES the most difficult aspect of command presence for a young troop leader to develop is his technique of issuing orders. Orders to subordinates should be given in a positive, confident and clear manner. When giving directions or orders, don't be casual, apologetic or appealing in an effort to be considered a 'good guy' or sympathetic with the 'poor characters' who have to carry out the task. On the other hand, don't try to be the 'tough guy' with an arrogant, crude or dictatorial approach. Issue your orders via the chain of command in an eye-to-eye, man-to-man way that will be understood and promptly complied with.

"If it seems appropriate, explain to your men the reasons for the order—if you know the reasons yourself. But don't cultivate the attitude that the reasons for all orders and tasks have to be explained and justified. In combat, orders are carried out—not questioned. However, in war or peace we can usually get better and more in-

telligent performance if subordinates understand *why* they are doing what they are directed to do.

"After issuing directions, it's usually a good idea to ask if there are any questions. Failure to properly obey or execute orders often results from misunderstanding. Remember, if an order can be misunderstood, it usually will be!

"Never threaten your men or promise to reward them for complying with an order. This reveals a doubt in the leader's mind that the order will be obeyed. Combat discipline includes the execution of orders under fire. There can be no question then of rewards and punishment. So, in routine training there must be habitual and prompt execution of orders properly given. This is fundamental to military performance.

"Take full responsibility for your orders and for the performance of your unit. Don't use the approach of 'They say we gotta do it . . .' or the weak, 'Battalion is ordering us to . . .'

"Finally, always try to warn your men to stand by for orders—and then issue the orders as soon as you can. Consider the time and distance aspect of any task or movement. Plan and anticipate so that your people will have ample time to prepare for and to do the job you tell them to do.

\* \* \*

"Here are some other pointers of troop leading to think about:

"Don't try to discipline or 'chew' on a man when you find yourself getting angry. Cool off a bit before you carry on the discussion.

"Also, don't deal with a Marine who is angry, emotionally upset, or who has been drinking. Send him to his squad bay under the supervision of an NCO. Let him simmer down before you talk to him.

"Watch your unit sick list. It's a good indicator of unit morale. Discuss this problem with your company or squadron officers—and with the chaplain. They can help cure the cause of disciplinary ills and improve individual performance of duty.

"The best leaders are usually men of imagination and initiative. Think up new ways of doing old jobs, attempt to relieve monotonous routines by creating new projects and unit competitions. Men always need to satisfy their initiative and energies by being constructive or creative. A new or unusual group task or project can give variety to dull routine and lift morale. If an element of competition is introduced, it develops team spirit. Look around you. What needs to be improved?

"You combat unit troop leaders may not be able to be experts on every tool and weapon of your trade, but you should be an authority on the tactical employment of the unit you are leading. When possible, give the tactical instruction to your unit. Study and master the subject. One of the surest roads to being a recognized troop leader is to establish a reputation as a knowledgeable tactician capable of handling a unit in the field. Next to successful battlefield troop leading, good tactical unit leading in training gives the best returns to the aspiring young troop leader."

END



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*Angie Dickinson*





# ★ ★ ★ ★

## IF I WERE COMMANDANT

*Checks for \$25.00 have been mailed to the writers of the letters which appear on these pages. Leatherneck will continue to print—and pay for—ideas expressed by readers who have sincere constructive suggestions for a better Corps. If you were Commandant, what would you do? Your answer may bring you a check. Write your suggestions in the form of a double-spaced typewritten letter of not more than 300 words, and mail to Leatherneck, P. O. Box 1918, Washington 13, D. C. Be sure to include your name, rank, and service number. Letters cannot be acknowledged or returned.*

Dear Sir:

If I were Commandant, I would initiate a study into the possibility of procuring transportation for Marine Corps applicants in the manner by which we now obtain meals and lodging.

It is estimated that the administrative cost of processing a Government Transportation Request is not less than \$10.00; however, it is often necessary to issue such a request for the purchase of tickets costing less than \$1.00.

The adoption of a procedure, wherein the recruiting station could enter into a contract with the local transportation companies, such contract providing for the issuance to the traveler of a form similar to NAVMC 654-SD which would be surrendered to the carrier in return for the carrier's ticket. In turn, the carrier would bill the recruiting station monthly, supporting his bill by the original form which was issued to the traveler. This bill could be paid by either a purchase order or the issuance of a single Government Transportation Request. This would not only result in a monetary saving but also a saving in administrative effort.

AMSgt Harold W. Shelly  
641096

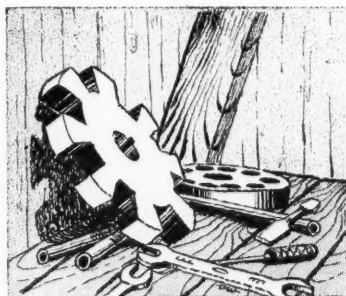
Dear Sir:

If I were Commandant, I would examine one phase of our present promotional testing with an aim toward taking some strain off a small percentage of enlisted personnel.

It is pretty well known that there are personnel who experience a great deal of difficulty in passing a written test. In a great many cases these men are thoroughly competent in their

performance of duty; they are of sufficient intelligence, their only failing being lack of ability to properly and consistently interpret the written question. To the other extreme, there are those men (and we have all seen them) who could pass any written test administered but who are completely incompetent in performing the actual mechanics of their job.

We have established passing of promotional tests as a prerequisite for promotion. We have left actual per-



formance of duties to be judged by the individual's superior. However, we must remember performance of duty means nothing, promotion-wise, until the man has passed the written test, and the man might be the competent, adequate Marine we discussed earlier.

We must admit this situation should be rectified. A possible solution: Upon two or three consecutive failings of written promotional tests, the commanding officer, if he thinks the case warrants, requests from CMC authority to administer a prac-

tical promotion test, this test to be administered by a completely disinterested officer and to consist of actual work on the equipment, oral questions on problems concerned with the man's job, etc. The testing officer can shortly ascertain whether the man is qualified for next rank. The highest rank a man could attain in this manner could be determined by the Marine Corps Promotion Board and the man's MOS.

There are competent, qualified men in the category we have discussed. It is unfair to leave them stymied in their quest for promotion due to one shortcoming.

AMSgt George J. Kwiecien  
583916

Dear Sir:

If I were Commandant, I would start issuing individual equipment on the same basis of issue as clothing. At the present time the greatest percentage of lost or stolen government property is individual equipment. If a man were issued this equipment to retain throughout his enlistment he could mark it as he does with clothing. This would cut losses considerably.

In FMF units at the present time battalion and company supply sections are forced to issue and receive individual equipment from every man transferred in or out; this process is also repeated at the man's new duty station. All of this could be stopped by issuing the equipment on a permanent basis. Worn out items and items changed due to a change of individual weapons would be handled on any item-for-item basis; i.e., an old cartridge belt for a new one. All of

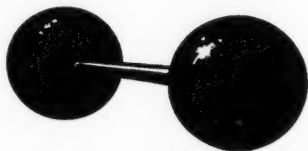
the equipment would be picked up upon expiration of enlistment by the man's current command.

ASSgt B. L. Mueller  
1348031

Dear Sir:

If I were Commandant, I'd like to see some cause and effect study devoted to the physical fitness program.

Stop off at any post or station and observe the space devoted to lavish candy displays in the Exchange. Check the snack bar offerings which emphasize fried foods because they are fast, easy to prepare and, therefore, profitable. Count the soft drink and chocolate bar dispensers in practically any headquarters building.



Now, men in field organizations should not be denied minor creature comforts. But these, by the nature of their strenuous activities, are able to combat the deleterious effect of excessive caloric intake. They are also removed from the scene of temptation most of the time.

Chief victims of calorie merchants on any station are those in the chairborne troops. They're located where the gedunk stands do their business. The duties are not as physically demanding. This seems to be the prime reason desk detachments are outnumbered by field units in every way except on an individual pound-for-pound basis.

There is no question about physical fitness being the responsibility of the individual Marine. At the same time, official encouragement across the board would not be amiss either. A more spartan official approach to base living might improve things. Vending machines and snack bars are not the only villains in the piece. The absence of a well integrated recreation program aboard a station is all too frequently advertised on the Chairborne Corps' beltline.

AMSgt R. W. Tallent  
293376

Dear Sir:

If I were Commandant, I would consider the establishment of a policy

which might standardize the military issue so as to conform with the individual military occupational specialty. Might we suggest an example? For those in FMF units (Division, Force Troops) one pair of dress shoes is required and in non-FMF Units (MCB) two pairs are required. As time of inspection nears there is always considerable confusion resulting from just what you must have, and perhaps in the case of the frequent junk on the bunk, just what must be displayed. The remark of, "Sir, I was never issued that," manifests itself among the various excuses.

As always, there are those who stand firmly with their initial issue which does not include what they, through time, are now required to possess. But, were the issue standardized with their MOSs, and inspections followed this in determining what shall appear, supply sergeants and many more would be spared the countless hours in meeting these inspections. No more would long, last-minute lines appear to draw gear, as this has already been in accordance to the list of MOSs which would govern the issue.

Might we suggest an example? Marines working in Division Disbursing are required to have one pair of dress shoes—Disbursing personnel on Marine Corps Base, supporting Force Troops, are required to have two pairs of dress shoes. In both cases the MOS is identical. Let us not restrict ourselves to this example as similar situations occur throughout the vast radius of bases within the Corps. But, perhaps we could eliminate the endless questions and trivial annoyances by standardizing the military issue (Clothing, Seven Eighty Two Gear) to fit the Military Occupational Specialty (MOS).

PFC Michael F. Miller  
1841470

Dear Sir:

If I were Commandant of the Marine Corps, I would establish a system whereby Marines who have a six- or eight-year military obligation and who are released from active duty after serving a three- or four-year tour of active duty would be required to check in with an Organized Marine Corps Reserve Unit within a 45-day period after release.

This system would enable members of Inspector-Instructor Staffs to convey a true picture of the Marine

Corps Reserve and the benefits they would receive by maintaining an affiliation with the Marine Corps Reserve.

The Marine Corps Reserve is the Marine Corps' Sunday punch and a very vital force in readiness which the United States has depended upon since its beginning.

Marines who have served their tour of active duty and are awaiting their release papers receive lectures on why they should join a Marine Corps Reserve unit when they reach their home town, but this is not enough. These same Marines who listen to these lectures have already made up their minds not to join anything when they get home! Why? Because of scuttlebutt and misguided information they pick up in the barracks from "sea lawyers" and "know-it-alls."

This system would eliminate 99% of the misguided information and let these Marines decide for themselves whether or not to become a member of the Organized Marine Corps Reserve and get in on the Big Picture of today and the never-ending tomorrow.

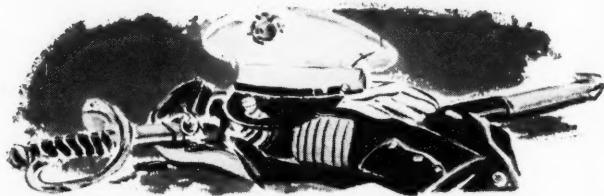
With the above system in mind I would not take away the acting rank these Marines have earned by faithful service. This is a form of reduction and tends to take away certain privi-



leges which go along with certain ranks. These Marines who are released and who hold an acting rank feel they are being punished because they did not want to make a career out of military service and they are soured on joining a Marine Corps Reserve unit because the Marine Corps has relieved them of their acting rank. By letting these Marines retain their acting ranks it would instill upon them the confidence the Marine Corps has in them and the desire to remain affiliated with the Marine Corps.

ASSgt Raymond L. Kentner  
666695  
END

# Once a Marine...



**E**ACH MONTH Leatherneck will publish the names of officer and enlisted personnel who are retired from the Marine Corps. Newsworthy items concerning retired personnel will also be published. Names of retired personnel are furnished by the Separation and Retirement Branch, HQMC, and are not to be considered as orders to retirement or transfer to the Fleet Marine Corps Reserve.

Edited by LCpl Pete E. Schinkel

**A** MILITARY career which began in 1916, ended in February 1960, with the retirement of First Sergeant Edward Abrams at Marine Barracks, Naval Shipyard, Brooklyn.

At the age of 15, Abrams enlisted in the Canadian Army, but was discharged and returned to his home in St. Louis, Mo., when his father disclosed his age to the Canadian authorities.

With America's entry in World War I, Abrams enlisted in the Marine Corps in the special underage category of "Apprentice Music". In training at Marine Corps Recruit Depot, Parris Island, Pvt Abrams got a leave from his first sergeant by promising to learn 112 calls on the bugle within two weeks after his return. He learned them to the distress of his barracks mates.

During his early career in the Corps, Abrams fought in the ring 52 times, winning 35 bouts by knockouts, and seven by decision.

Abrams' scrappiness probably accounted for his desire to get into the war in Europe. An out-of-channels request to the Commandant of the Marine Corps for an overseas assignment resulted in a reprimand and orders to join the 1st Marine Aviation Group which was about to leave for France.

Shortly after their arrival and encampment near an ammo dump, enemy planes worked the area over. Legend has it that Abrams was the first field music to dig a foxhole with a bugle.

After the war Abrams returned to the States with his unit, but found Stateside duty relatively unexciting—with the exception of the time when a drum of aviation fuel caught fire. Everyone else took cover, but Abrams grabbed a



Official USMC Photo

When 1stSgt Edward Abrams (C) retired on 30 years service, ASSgt John Dove and SgtMaj John Rodriguez compared their hashmarks

fire extinguisher and despite the possibility of an imminent explosion, rushed in and put out the flames.

Soon after this incident, he volunteered for duty in Haiti. After that Abrams served at a series of duty stations, one of which was a recruiting assignment in Baltimore, Md.

He was standing on the corner of Baltimore and Gay streets when he heard weak cries coming from an open manhole a short distance away. With-

out hesitating, Abrams jumped into the hole where six men lay overcome by gas. Abrams got four men out before he himself was overcome. By that time, help had arrived and the rest of the men were brought up, though one was dead.

For his prompt action he received a letter of commendation from Commandant Major General John A. Lejeune, and a promotion to sergeant. His heroic actions were later the subject of



a syndicated article by columnist Floyd Gibbons.

With 12 years of service behind him, Abrams left the Corps in 1929 to take a job with the Wells-Fargo Company as an inspector. He stayed on the job 11 years.

When war clouds loomed again in 1940, Abrams reenlisted in the Corps. Following a tour of duty as an instructor in the combat conditioning course at Camp Elliott, Calif., he was sent overseas where he served on the Russell Islands, Guadalcanal and Okinawa. While on Okinawa, Abrams was wounded in the leg and suffered a blast concussion during a surprise Japanese air raid. He was evacuated by air and eventually arrived at the U. S. Naval Hospital, St. Albans, New York.

After his recovery Sgt Abrams served at the Brooklyn Navy Yard, Pearl Harbor, Marine Corps Schools, Quantico, and the Marine Corps Supply Center, Albany. He served one tour of recruiting duty at Boston, Mass., and two tours in New York City, where he was last stationed before his final assignment at the Brooklyn Navy Yard.

Even with retirement, 1stSgt Abrams won't be far from the Marine Corps. He plans to work as a civilian in the Brooklyn Navy Yard.

Hq, 1stMCRD  
Garden City, N.Y.

#### Placed on Retired List (40 Years)

CROWE, Henry P. Col

#### Placed on Retired List (20 Years)

KING, Howard E. Col  
SAMPAS, Michael Col  
WALSETH, Harvey S. Col  
KOLP, Hal R. LtCol  
LOCKWOOD, Randolph S. D. LtCol  
LYNCH, John K. LtCol  
ANDERSON, William H. Maj  
BOTT, William J. Maj  
DIXON, Roy N. Maj  
HARWOOD, Edward A. Maj  
BEAN, Paul C. Capt  
DODSON, Melvin C. Capt  
LAMM, Mack A. Capt  
ALBERT, John P. CWO-2  
MATZ, Emil G. CWO-2  
MITT, John L. CWO-2

#### Placed on Temporary Disability Retired List

CONNELLY, Ray Maj  
PIEDMONT JR, Joseph A. Maj  
BOWEN JR, Oscar T. Capt  
WITHEY, Charles H. Capt  
BLEDSOE, Paul T. 2dLt  
EDWARD, William H. 2dLt  
MILLER, Lawrence E. CWO-4

#### Transferred to Fleet Marine Corps Reserve

E-9  
HEINZEL, Frederick A. 273923 9999  
LINKUS, Albert T. 275449 9999

E-8  
BARRETT, JR, David W. 292418 0398  
BUTLER, James R. 290201 3516  
CAPLES, Thorton E. 293044 0398  
JONES, Artis W. 288574 3537  
MERRITT, Alfred H. 279896 3516  
MILLS, James F. 290890 0369

MORRIS, Willard S. 292928 0369  
PETERSON, Vernid E. 293255 0398  
PETTEY, Clyde A. 290751 0398  
PRAWDZIK, Edward 279093 3098  
PROSSER, Winfred H. 293622 1349  
SEARCY, Harden R. 287813 0231  
THARALDSON, Edward N. 292323 0398  
THOMAS, Otis W. 283521 0398  
TRIPP, Raymond S. 279402 0398

#### E-7

ABERNATHY, JR, Carl W. 281443 3049  
ALDRIDGE, Clarence R. 292850 0369  
ARBEGAST, Walter P. 290322 3537  
BACCILE, Dominic T. 289464 4029  
BENNETT, Clarence H. 290619 3049  
BOYLE, Charles M. 341667 3049  
BROOME, Thomas W. 293261 3371  
BUTERBAUGH, Merlin R. 267080 0141  
CANNON, Glyn E. 290870 0141  
CARGILL, Jerry V. 291833 0369  
CARRIVEAU, Marshal L. D. 288279 1841  
CARTER, Jay 294184 3371  
CARTWRIGHT, Leon C. 288280 6761  
CRAWFORD, William L. 251738 0141  
CROSSLEY, Jack 292919 6613  
DENAGA, Peter S. 281973 3516  
DE SANTO, Leo 289900 3049  
DIMEO, Fiore C. 277579 0302  
DOOLIN, Everett M. 291936 4442  
FRAZIER, Leslie E. 263293 0811  
GODDARD, Charles O. 278012 0811  
HAFFER, Floyd D. 288144 2111  
HEARN, Willis G. 246579 3361  
HUHTA, Oliver E. 274440 3049  
IVEY JR, Joel A. 292169 0369  
JUDD, Thomas E. 280832 3049  
KELL, Thomas B. 290048 3371  
KENT, Donald G. 277723 2161  
KUJAR, John 279141 2639  
LEWIS, Ralph W. 275067 5711  
LINDSEY, William W. 287788 0369  
LOCKE, Henry C. 278630 0369  
LUNA, Lloyd G. 281865 0369  
MAHN, Lynn P. 278370 3349  
MANGRUM, Edward P. 267381 3371  
MANN, James W. 292831 6412  
MC CLEARY, George G. 280978 2111  
MC GUIRE, Albert C. 271164 6711  
MC QUILLIAM, Raymond C. 279663 0369  
MOORE, Leo D. 291674 0761  
MORRIS, Elton O. 278532 0369  
O'BRIEN, Ambrase K. 279162 4441  
PEARCE, Howard D. 288594 1841  
PRICE, Chester W. 270012 3060  
RIMA, Philip W. 290685 6613  
RUSH, Edgar L. 149964 1371  
RUSSELL, Charles "C." 337547 6661  
SALYER, Joseph L. 280173 4000  
SLAYTON, Jack H. 292411 0231  
STUPAR, George 274662 0141  
SWINDLE, Guy H. 291915 6611  
TROCCLAIR, Elias J. 290779 1833  
VAUGHAN, Roy S. 290652 3421  
WATTERS, David F. 243792 3537  
WEST, Kelvie E. 273494 3311  
WHALEY, Ralph 290950 2111  
WOODS, Wallace 286297 3049  
WORLEY, McDonald 290900 3421  
ZDUNCZYK, Charles P. 279792 3049

#### E-6

BAILEY, James E. 281009 2111  
BULL, Robert L. 288460 3371  
BULLOCK, John H. 288190 0111

CANUP, Everett P. 279919 1169  
CARROLL, Claude A. 292422 3371  
CLARKE, Ralph W. 291108 0369  
CONNER, Troy 295939 1833  
DEAN, Aubrey W. 290875 0396  
DICKEY, Floyd E. 291333 0848  
FARNER, Robert P. 273003 0369  
FRANKS, Riley D. 292757 0300  
HENDRICKSON, Paul F. 292345 0791  
HEWS, Robert L. 282482 1449  
HORTON, William W. 290586 3371  
JARRARD, JR, Emile L. 290502 4631  
JONES, Charles H. 291411 3049  
KENNEDY, James 1100958 3619  
LEWELLING, Benjamin T. 273809 1833  
MC KISIC, James K. 291720 0141  
MORRIS, Atticus R. 278747 2131  
MORCZEK, John M. 281840 1371  
MORDINE, Karl L. 290056 0369  
RILEA, Frank 280441 0369  
ROCHE, Edward C. 291682 3371  
SCHUETZ, John E. 283764 0741  
SEMO, JR, John 290275 2111  
SINATRA, Tony P. 263798 3537  
STANLEY, Paul L. 279104 0141  
THOMAS, Leroy W. 264990 0849  
WELLER, Roy C. 288684 3049  
WEST, Oscar L. 269312 2111  
WILLIAMS, Delbert L. 292564 3311  
WOOD, Clifford A. 271752 0781

#### E-5

BARKER, Robert E. 275634 3371  
SHANNER, Melvin E. 295207 4131

#### Placed on Temporary Disability Retired List

#### E-9

CAROLLO, Frank T. 224955 9999

#### E-8

SHELTON, Morris H. 562505 0398

#### E-7

DICKINSON, Derwood L. 522952 0369  
EBY, Richard L. 281444 3049  
HENRY SR, John F. 175773 1100  
MUNROE, James R. 303389 6412  
PREBLE, Francis W. 215250 3311  
PRITCHARD, Joe E. 261138 4600  
RUDNICK, Sam 275166 3049  
STALLINGS, Paul L. 272959 2131  
WARREN, Paul M. 291197 6413

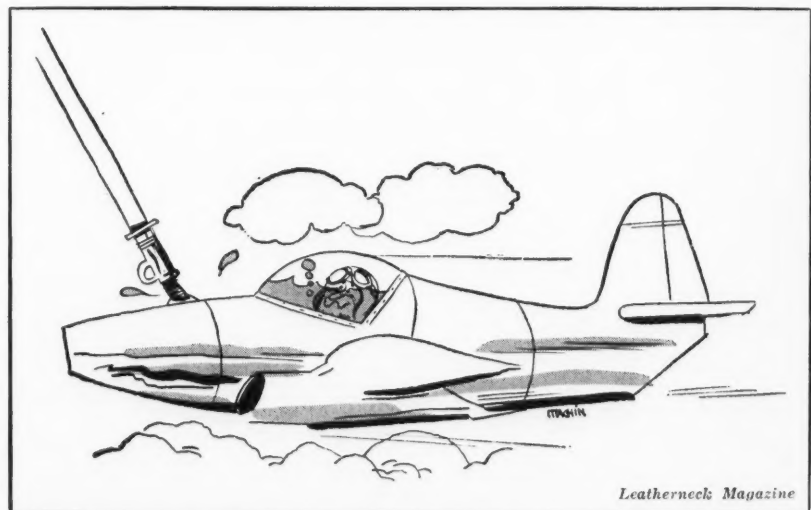
#### E-6

MARGIE, John T. 1092569 0141  
REAVES, Kirk L. 376700 3121  
SCOTT, Reuben W. 457436 3371  
SHAW, Kenneth E. 1095519 0141  
TACKETT, Everett E. 1813623 1371  
TURPS, Arling R. 268643 1371

#### E-5

AMADEN, Walter D. 973626 1345  
BOLDES, Melvin L. 1095579 6511  
GARRETT, Raymond C. 638895 0741  
SMITH, Robert M. 653668 1371

END



Leatherneck Magazine

# CORPS ALBUM

HERE ARE some more of the Old Corps photos which we will print as a regular feature. *Leatherneck* will pay \$15.00 for old photos of this type accepted for publication. Please include date, outfit, or any other available identification. Mail your Old Corps photos to CORPS ALBUM EDITOR, *Leatherneck Magazine*, Box 1918, Washington 13, D. C. All photos will be returned.



*Submitted by Col H. W. Taylor, MARTD, South Weymouth, Mass.*

Thirty years ago, a group of Marine aviators took part in an air show which was sponsored by the Baltimore, Md., fire department



A Loening OL-6 taxied up the sea ramp at Sumay, Guam.



VMSB-133, commanded by Maj Harrison Brent, was photographed at MCAS El Toro in August 1943



Marine officers serving with the Second Marine Aircraft Group posed for this photograph at San

Diego, Calif., in 1940. The aircraft behind the group are BG-1s, delivered to VB-4M during June, 1935

*Submitted by Col L. B. Clark,  
1914 Columbia Pike, Arlington, Va.*



*Submitted by CWO John F. Wheeler,  
1st MarDiv, CamPen, Calif.*

taxied up along with three OL-8s, was flown by the pilots  
y, Guam. of VP-3M during the late 1920s and early 30s



*Submitted by CWO John F. Wheeler,  
1stMarDiv, CamPen, Calif.*

General Graysinger Farell (Ret.), center, then a captain,  
commanded VP-3M at Sumay, Guam, M. I., during 1929



*Submitted by Burl A. Caldwell,  
12734 Justine Ave., Calumet Park, Ill.*

oro in August 1943. The squadron went overseas a month later and was awarded a Naval Unit Citation in 1945



## AVIATION SCHOOLS

[continued from page 29]

procedures, handling of classified material, primary purpose and tactical use, theory of operation coding, operational checks and control circuits.

Also included in this eight-week school are Pulse forming networks, magnetrons, waveguides, antenna systems, duplexer, crystal mixer, intermediate frequency amplifiers, detectors, deflection circuits, power supplies, synchro systems, clamping circuits and control circuits.

Aviation Fire Control Technician School, 12 weeks in length, is designed to provide personnel with the understanding and knowledge necessary for trouble-shooting equipment on a bench test, utilizing applicable test equipment and to isolate malfunctions. Course of study entails, first phase; basic theory, synchros, components, set-up and operation, care and maintenance, servomotors, elementary forms of control systems, servo controllers, data transmission systems, oscillations and error damping, typical servo systems, control system gyroscopes, properties, elements, classification and types, and erecting mechanisms and applications.

Second phase deals with Aviation Fire Control Systems and introduces students to aircraft fire control, types of fire control systems, fundamentals of optics, history and development of sights, noncomputing gunsights, computing gunsights, theory, operation and

maintenance of a typical computing gunsight.

Another part of this phase is the introduction to the aircraft fire control system MK 16 Mod 2, which deals with operating procedures, circuitry operation, test equipment, laboratory demonstration of checks and adjustments, typical day armament control systems, receiving and tracking sections, antenna section and power supplies, typical all-weather fire control radar systems, range tracking and bore-sighting.

Final major electronics school, Tradevman School, 10 weeks in length, was established to train Marines in the Operation and Maintenance of flight simulators.

Training devices teaches an introduction to the Tradevman rating, publications, reports, records, and supply. A review of physics, introduction to radar training devices, master timer and antenna simulator and target generator circuits.

Flight simulation teaches flight theory, instructor training, instructing practice, introduction of instrument flight, airways navigation, aircraft instruments and an introduction to jet trainers.

In addition, this phase also teaches radio simulation, trainer familiarization, instrument landing system, ground controlled approach, automatic direction finding, manual direction finding theory, operational flight trainers, tactical problem trainers, aerodynamics, computers, synchros, servomethanisms, variable gain amplifiers, phase detector amplifiers and maintenance procedures and safety precautions.

One of the more colorful persons

currently instructing in Tradevman is LCpl Gyneth L. Rhodes, a collector of butterflies and strings, and wife of ACySgt D. "Dusty" Rhodes, a helicopter mechanics instructor.

LCpl Rhodes enlisted in the Marine Corps in 1959, and received her basic training at Parris Island. Upon graduation she was sent to "P" School, Jacksonville, Fla., for 10 weeks, and from there she was sent to Tradevman School, Memphis.

Throughout the course of instruction, her standing was high, and upon graduation she was retained as an instructor—this required special approval from the CMC, for all other Marine instructors at Memphis are Staff NCOs.

Not all is school, however. During meals at the mess hall, students get together to discuss their latest achievements and swap bits of information on current trolling regulations and procedures.

Liberty privileges are probably exercised less at Memphis than most other Marine and Naval installations. Students spend many hours of liberty time pouring over textbooks and assignments.

Although the command carries the Memphis Post Office address, it is actually located about 17 miles north of Memphis, at the little town of Millington, Tenn.

Situated within the command itself are numerous base facilities and activities where the men can get away from the classroom tension. Enlisted clubs are popular among the men. Swimming pools, the theater, exchanges, snack bars, and hobby shop are also well patronized.

Many students who successfully complete "A" schools are sent back to Memphis, about a year later—as an average—for instruction in one of the "B" schools (advanced). Various "B" schools located at Memphis consist of both mechanical and electrical.

Specialized schools, "C", consist of Aviation Crash Crewman, Marine Aviation Supply, Marine Aviation Operations and Marine Aviation Engineering.

Electronics Technical Officers School, Class "O", is 52 weeks in length, and has a Marine officer input of one student every 13 weeks, for a total of four students per year. This school has a course of study comparable to the University of Missouri's Electrical Engineering Course.

William Cowper (1731-1800), had no way of knowing at the time that his statement, "Knowledge is proud that he has learn'd so much; Wisdom is humble that he knows no more," would so aptly describe students at the NATTC, NAS, Memphis, almost 200 years later.

END



"Now you take a guy like the ol' Sarge, been around the Corps twenty, thirty years—he knows how to bivouac!"

Leatherneck Magazine

## HAIRY RUN

[continued from page 37]

about 25 miles north of K-13, Kimpoo airfield, north of Seoul, and Swede went to work in earnest.

The Fifth Air Force had a tight network of interceptors and aircraft warning stations. We were probably being plotted right now as a "bogie" on radar scopes up and down the pike. In a couple more minutes a pair of jets would be crawling down our back and we had no way of acknowledging their challenge.

The usual procedure was to direct the bogie into a series of identifying turns. Only our ship couldn't take any such nonsense. We couldn't make any turns to the right at all for fear of losing the precious lift built up by our left engine. Too much jazzing around would probably end up with the ship falling apart.

Swede got the emergency radio working and cut loose.

"Mayday . . . Mayday. This is Fly Train One Seven. We're in trouble. Right engine is out. We are making 90 knots. Can't make any turns."

The ground defense center acknowledged our call and pulled off the jet interceptors.

Those last miles really dragged. But Swede was now confident he could make it all the way in. He was going to try for K-14 airfield. The landing was going to be one for the books—if we made it.

About two miles from the field we were still at 6000 feet. Normal altitude at this distance should have been 1500 feet. It was going to be a high let-down landing.

We couldn't get fancy on this deal. We barreled in on that one white-hot engine and flared out at the 130 knots built up by our power dive. We had an emergency clearance and made just one left-hand turn into our final approach.

It was an upwind landing, besides being wrong on a couple other counts. But nobody was going to knock this landing if we got out alive.

We screeched down the runway with crash trucks racing along beside us, their crews ready for trouble.

We rolled to a stop and two men leaped atop the fuselage and got the canopy off. We were down safe!

The next day our squadron salvage officer came by to check over the plane.

He wouldn't believe that this was the ship he was supposed to inspect.

"You can't tell me that this heap of junk was flown here," he said. "No plane that banged up could stay in the air . . ."

END

# Gyrene Gyngles

## A Mother's Prayer

There is a boy, he is far away,  
Across the ocean wide;  
He is at war, and not at play,  
But I wish he was at my side.

He is fighting for our free land,  
To give his life—if need be;  
I always pray that God's great hand,  
Will guide him back home to me.

I say the beads of the Rosary,  
I pray to God above;  
I pray that he will come home,  
That Gyrene son I love.

I wonder if God is across the sea,  
In that war-torn land;  
I wonder too, if God can see,  
My boy, a mere speck, upon the sand.

I know that if I have faith, and pray,  
For the safe return of him;  
I know that God will lead the way,  
Till he is back home again.

Oh how I await that glorious day,  
The day of his return;  
Oh how I yearn to hear him say,  
"Mother, your son is home."

Annette J. McMillan



## My Boy

I thank thee God, for the son you gave,  
Yet this son is so far away;  
He's many miles out to sea,  
Oh, so very far from me.

I thank thee God, for such a boy,  
Who's caused me sorrow, and yet such joy;  
He's just a boy, but still a man,  
Who travels like the drifting sand.

I thank thee God, for taking him,  
Into the corps of fighting men;  
Although I know he's just nineteen,  
He's still my very own Marine.

I thank thee God, for each bright day,  
Because of you he's on his way;  
So now dear Lord, and this I pray,  
My boy is coming home to stay.

I thank thee God, for time of peace,  
But if this peace would come to cease;  
Then I would see my own Marine,  
Go fight till death or victory be seen.

Mrs. Betty Ziegler

## War Letter

For many days and nights I've had,  
A foxhole for my home;  
My rifle, pack and bayonet,  
Are everything I own.

It seems like years have slowly gone,  
And somehow passed me by  
Since last we stormed the sandy beach,  
And saw so many die.

Four weeks today, I guess it was,  
The bullets took their toll.  
The word has just been passed to me,  
". . . another damned patrol . . ."

Patrols, and raids and skirmishes,  
I guess they'll never stop.  
We never go around a hill,  
We have to take the top.

It's been so long since I was clean,  
I'd like to stop and bathe.  
Of course I'm lucky in a way,  
Since I'm too young to shave.

And when we pause and take a break,  
My thoughts drift back to home.  
I think about the girl I left,  
And hope she's all alone.

Sometimes she writes and tells me,  
". . . I bought another dress . . ."  
Then as a passing thought she says,  
"My ring has been re-possessed."

She says she hopes I realize,  
That since her hand is bare.  
She's dating pretty frequently,  
But knows that I won't care.

A little farther down the page,  
She's dating every night.  
And once again she makes it plain,  
She's sure that it's all right.

And as I read I slowly burn,  
I know how she can tempt.  
She say's about her date last night,  
"He's even draft exempt!"

"I had to use your car last night,  
And scratched the fender, dear.  
The parking space was pretty small,  
So I had to park by 'ear.'"

"Then afterwards we took a drive,  
And stopped to park awhile.  
He says the sweetest things to me,  
And has the nicest smile.

"So, all in all, we sure had fun,  
And I have you to thank.  
Without your car we'd never have gone,  
. . . you've got an empty tank.

"I'll close for now," she finally writes,  
While I'm a nervous wreck.  
Morale was low, when mail call went,  
But now it's completely shot to heck.

PFC Lyle Prouse  
END

# BOOKS REVIEWED

Reviews by AMSgt B. M. Rosoff

**THE NAVY BLUE BOOK**  
(The Navy Year Book-Vol I).  
Tom Compere Editor. Military  
Publishing Institute, Inc. N.  
Y., Soft Cover Edition; Bobbs-  
Merrill Co., Inc., Indianapolis,  
Hard Cover Edition.

Price (soft cover) \$1.50  
(hard cover) \$4.95

Military Publishing Institute, Inc., was organized in 1958 to publish annual Blue Books on the Marine Corps, Navy, Air Force and Army. The Institute published Volume I of the *Air Force Blue Book* in April, 1959, and the *Navy Blue Book* in May, 1960.

The editors have made an all-out effort to tell the story of the United States Navy against the background of the threat to the free world. The book is interesting, coherent and informative.

Thirty-eight chapters give a complete picture of today's living Navy—its missions (including the Marine Corps), its ships and planes and its missiles. The book also has 130 pages of comprehensive Navy facts plus 32 pages of photos showing the Navy in action.

The stories are not all combat, but engagements of the Navy from its beginning to the present, written by such experts as Samuel Eliot Morison, Hanson W. Baldwin and Bruno Shaw.

The *Blue Book* will be interesting reading for every Marine, his parents and friends, it is highly recommended reading for any citizen of the United States.

**PRACTICAL PHOTOGRAPHY**, by Robert A. McCoy, McKnight & McKnight Publishing Co., Bloomington, Ill.

Price \$4.00

This book is written as a guide for the amateur—a nontechnical text for beginners. It brings together, in one

volume, the essential information on how to take and make good pictures. It tells how to do the things which look so easy for the experienced professional photographer and so difficult for the beginner. Only the terms and formulas necessary for clarity are used.

Robert A. McCoy developed this instructional presentation to meet the requirements of beginning classes in photography, and has used it with groups prior to publication. It has been adapted for use by individuals interested in taking and finishing good pictures with a minimum of fuss.

Of particular interest will be the application of the principles of art to photography and the information about color photography. The author has shown a gift for reducing the tricks of composition, balance and rhythm to understandable terms.



Beside the usual references and formulas, this book includes a detailed presentation of 20 practical laboratory experiments in photography. These have been used by the author in his classes in beginning photography.

The author is currently an Associate Professor of Industrial Arts and advanced photography and has a doctorate in Education.

END

## NEW RIVER

[continued from page 21]

aircraft and the Eastern Rotorcraft Corporation have been perfecting pick-up mechanisms to prevent such an irony. Today, HUS or H2S 'copters, equipped with a new cargo release hook and coupling system, can transport the heavy capsules in safety. MAG-26 proved it when one of its helicopters recently picked up Mrs. Sam Space, a live and chattering monkey which had drifted back into the ocean after a missile launch.

All Project Mercury pilots are hand-picked, the best in the Group. After selection, they undergo step-ladder training. First, they lift a dummy capsule (approximately the same weight and size as the real thing) from nearby New River. Then, the capsule is dumped into the choppy Atlantic Ocean, and pick-up training continues.

When a pilot and his craft are ready, they are assigned "down range" stations. They may be aboard a carrier, an LSD (Landing Ship Dock) or at a designated land point. But wherever they are, they continue training with one goal: get that capsule out of the water without so much as scratching the paint.

Much of Project Mercury's work is classified. So is most of the only independent squadron located at the Air Facility.

Marine Air Control Squadron-7 (MACS-7) is attached neither to MAG-26 nor the Air Facility. It is under the direct control of the Second Wing at Cherry Point. Using finely honed radar techniques, most of which bear the "classified" stamp, MACS-7 is designed to "install, maintain and operate ground facilities for the detection and interception of hostile aircraft and missiles." Conversely, the squadron provides navigational direction for friendly aircraft on support missions.

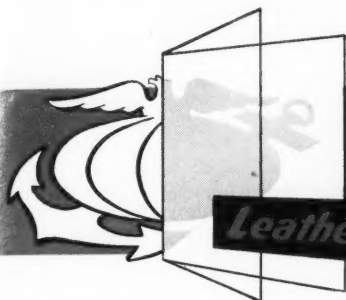
MACS-7, MAG-26 and the Air Facility have at least one common denominator: security. Visitors to the Group must be cleared through S-2, wear ID lapel buttons and be sponsored by someone who will make certain the visitors don't stray into the wrong areas. Some Facility buildings are inaccessible because they contain classified gear. And New River personnel reflect the security consciousness.

The *Leatherneck* team, for example, had been aboard the base for only two hours before an NCO called Facility headquarters.

"Who," he wanted to know, "are those two strangers wandering around asking so many questions?"

END





# bookshop

1. **THE COMPACT HISTORY OF THE UNITED STATES MARINE CORPS**—This is the whole panoramic story of the Corps in which the saga of the American Marine unfolds in the drama and excitement of military adventure from the days of the Continental Marines of 1776 to the beachheads of Korea and Lebanon.  
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This book is a must for every Marine, past, present and future. An American saga from the birth of our country to the present era of the hydrogen bomb, this is the fully illustrated story of the men and women of the United States Marines. The names no Marine can forget: Okinawa, Saipan, Belleau Wood, Vera Cruz, Chapultepec, Iwo Jima, Guadalcanal, Nicaragua, Korea . . . Text, drawings, photographs, and paintings trace the growth of the Marine Corps from the rough-and-ready Corps of early days to a modern fighting force.  
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